

None

U.S.S. STARR (AKA 67)
 o/o Fleet Post Office
 San Francisco, California

CONFIDENTIAL

AKA67/A12-1/bb
 Serial: 02

13 January 1945

From: The Commanding Officer.
 To : The Commander in Chief, U. S. Fleet.
 Subject: War Diary - 21 October 1944 to 31 December 1944.
 Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. On 21 October 1944, the U.S.S. STARR (AKA 67) was commissioned at Charleston Navy Yard, Charleston, South Carolina, by the Commandant, SIXTH Naval District. Captain Guy E. Baker, U. S. Navy, acting for the Commandant, then delivered the vessel to Commander Frederick Oliver Goldsmith, U. S. Navy, who published his orders, BuPers speedletter, serial: 42252, No: 124690 of 9 January 1944, ordering him to command the vessel when commissioned; and from 22 to 31 October 1944, inclusive, the vessel was engaged in conducting sea trials and structural test firing.

2. On 1 November 1944, in accordance with the orders of the Commandant, SIXTH Naval District the STARR departed from the Charleston, S.C., Area enroute Norfolk, Virginia for duty with Commander Amphibious Training Force, U. S. Atlantic Fleet, arriving in the Chesapeake Bay Area on 2 November 1944.

3. From 5 to 10 November 1944 the vessel operated in the Chesapeake Bay Area in accordance with ComPhibTraLant Ltr., serial: 04008, during which personnel were engaged in practicing loading and unloading of landing boats; general drills and gunnery exercises, after which the vessel proceeded to Navy Yard, Norfolk, Va.

4. On 16 November 1944 the vessel left the Navy Yard for the Chesapeake Bay Area to carry out the second phase of operations prescribed by ComPhibTraLant, and on 20 November 1944, returned to Norfolk, Va., mooring at the Naval Operating Base, Hampton Roads; and reporting to Commander Service Force, U. S. Atlantic Fleet for duty.

5. During the period 21 to 27 November 1944, the vessel was engaged in loading cargo and on 28 November 1944 was assigned to Task Unit 29.6.1; constituted by Commander Task Force 29; consisting of USS STARR (AKA67), USS AURELIA (AKA23), and escort, USS BAUER (DM26), Commander Frederick Oliver Goldsmith, U. S. Navy, Commander Task Unit, in STARR. On the same day the Task Unit departed Norfolk, Va., for the Panama Canal Zone in accordance with Com-ServLant dispatch 271437; arriving on 3 December 1944, whereupon the Task Unit was dissolved. The navigational positions during this passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
29 November 1944	Lat. 33°02' N Long. 73°00' W	31°48' N 73°30.3' W	29°29' N 73°42' W

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Subject: War Diary - 21 October 1944 to 31 December 1944.

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
30 November 1944	Lat. 26°40' N Long. 74°15' W	25°29.5' N 74°10.5' W	23°26.5' N 74°22.7' W
1 December 1944	Piloting	19°30' N 74°34' W	17°49' N 76°01' W
2 December 1944	Lat. 15°21.2' N Long. 77°38' W	14°23.4' N 78°17.4' W	12°38.5' N 79°07' W

6. Upon arrival Cristobal, Panama Canal Zone, the STARR proceeded independently, transiting the Canal the same day; and upon arrival Balboa, reported by dispatch to Commander in Chief, U. S. Pacific Fleet, for duty.

7. On 4 December 1944 the STARR departed singly from Balboa enroute Pearl Harbor, Oahu, T.H. On 17 December 1944 the STARR deviated from route in accordance with Commander Hawaiian Sea Frontier dispatch 171241 to search in area where Navy plane had crashed; being assisted in this search by planes from Pearl Harbor; thereafter proceeding Pearl Harbor, arriving 18 December 1944. The navigational positions during this passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
4 December 1944	Piloting	Piloting	08°19.9' N 79°30' W
5 December 1944	Lat. 07°00.3' N Long. 81°54.3' W	06°55.2' N 82°59.1' W	06°47' N 85°18.6' W
6 December 1944	Lat. 07°50' N Long. 88°07.5' W	07°59' N 89°07' W	08°34' N 90°36.7' W
7 December 1944	Lat. 09°40' N Long. 93°58.9' W	10°01.3' N 94°55.1' W	10°41' N 97°03.2' W
8 December 1944	Lat. 11°40.5' N Long. 100°14.8' W	12°00' N 101°15' W	12°46' N 103°35' W
9 December 1944	Lat. 13°45' N Long. 106°29' W	14°00' N 107°30.4' W	14°26.5' N 109°26.5' W

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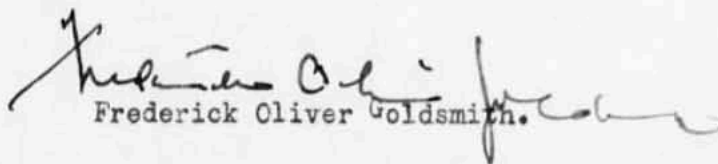
13 January 1945

Subject: War Diary - 21 October 1944 to 31 December 1944.

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
10 December 1944	Lat. 15°02.2' N Long. 112°49.9' W	15°25.7' N 113°12.5' W	15°53' N 115°32.5' W
11 December 1944	Lat. 16°37' N Long. 118°06' W	16°58.2' N 118 35.5' W	17°00' N 120°51.8' W
12 December 1944	Lat. 17°53.9' N Long. 123°49.8' W	18°08.6' N 124°49' W	18°27.5' N 126°41' W
13 December 1944	Lat. 18°55' N Long. 129°26.5' W	19°00' N 130°17' W	19°17.5' N 132°18.8' W
14 December 1944	Lat. 19°35' N Long. 134°57.6' W	19°35' N 136°00' W	19°58.8' N 137°39' W
15 December 1944	Lat. 20°25' N Long. 140°11.3' W	20°28' N 141°22.6' W	20°38' N 143°19' W
16 December 1944	Lat. 21°01' N Long. 146°14.7' W	20°59.3' N 146°47.5' W	20°55.3' N 148°45.2' W
17 December 1944	Conducting Circular Search in Crash Area		21°11.2' N 152°53.6' W
18 December 1944	Piloting	Piloting	

8. Upon arrival Pearl Harbor STARR reported to AdComPhibsPac for duty and further reported to Transport Division FORTY-FOUR, to which assigned.

9. From 18 to 25 December 1944 STARR was engaged in discharging cargo at docks; discharging being completed on 25 December, thereupon the vessel shifted berth to moor with Transport Division FORTY-FOUR in East Loch; shifting again on 30 December 1944 to a pier at West Loch to load cargo and remaining there through 31 December.


Frederick Oliver Goldsmith.

U. S. S. STARR (AKA-67)
c/o Fleet Post Office
San Francisco, California.

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Reg. No.	366
R. S. No.	

12 March 1945

AKA67/A12-1
Serial: 0201

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary - 1 January 1945 to 9 March 1945.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. At 0742, 1 January 1945, the STARR, having completed loading 8" cargo ammunition consisting of 600 projectiles and 1200 rounds of powder, cast off from a pier at West Loch and stood out of Pearl Harbor in accordance with orders of AdComPhibsPac. On the afternoon of the same day she joined Task Unit 12.11.7 in Maalaea Bay for preliminary training in advance of an official amphibious rehearsal; this training continuing until 3 January 1945; whereupon the STARR proceeded independently to Honolulu, Oahu, T.H., where personnel of the 23rd Naval Construction Battalion were embarked.

2. On 6 January the vessel departed Honolulu and formed up with Task Group 51.11 proceeding to Maalaea Bay for further preliminary amphibious exercises; conducting gunnery and tactical exercises enroute. Amphibious exercises continued until 9 January 1945; at which time upon orders of Commander Transport Squadron FIFTEEN the STARR proceeded independently to Kahului Harbor, Maui, T.H., arriving the same day and commenced loading combat cargo. The loading of cargo continued until 12 January 1945 whereupon such loading being completed and personnel of the 62nd Naval Construction Battalion embarked; she proceeded to join units of Task Group 51.11 in Lahaina Roads, Maui, T.H., arriving at the anchorage the same day and reporting to Commander Transport Division FORTY-FOUR.

3. On 13 January Transport Division FORTY-FOUR, together with other units of Task Group 51.11, proceeded to Maalaea Bay for rehearsal of forthcoming landing operations; and upon completion of this rehearsal on 18 January, Task Group 51.11 proceeded to port; the STARR berthing at a pier in Honolulu Harbor.

4. On 26 January 1945 the STARR proceeded with various other units of Task Group 51.11 to moor in Honolulu, arriving the same day.

5. On 27 January 1945 the STARR sortied from Honolulu Harbor with Transport Division FORTY-FOUR which joined Task Group 51.11 off Pearl Harbor. Upon completion of forming up of all units, Task Group 51.11 set course for Eniwetok Atoll, Marshall Islands; arriving 5 February 1945, exercising at tactics and gunnery enroute. Navigational positions during this passage were as follows:

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12 March 1945

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Subject: War Diary - 1 January 1945 to 9 March 1945.

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
27 January 1945	Lat. Long.		20°08.7 N 159°34 W
28 January 1945	Lat. 19°45' N Long. 161°41 W	19°49.5 162°22 W	19°40.5 N 164°21 W
29 January 1945	Lat. 19°18 N Long. 166°43 W	19°13.5 N 167°27.5 W	18°55 N 169°20 W
30 January 1945	Lat. 18°14.5 N Long. 171°24.5 W	18°00 N 172°58 W	17°42 N 174°35 W
31 January 1945	Lat. 17°07 N Long. 177°06.5 W	17°04.3 N 177°68 W-	16°48.5 N 179°44 W
2 February 1945	Lat. 16°10.6 N Long. 177°32.2 E	15°58.6 N 176°40.5 E	15°27 N 175°06.5 E.
3 February 1945	Lat. 14°39 N Long. 172°33.6 E	14°16.5 N 171°51 E	13°52.5 N 169°53 E
4 February 1945	Lat. 13°06 N Long. 167°06 E	12°54 N 166°31 E	12°16 N 164°30.3 E
5 February 1945	Piloting		

6. On 7 February 1945 Task Group 51.11 got underway for Saipan Island, conducting gunnery and tactical exercises enroute; arriving 11 February 1945, and remaining in port until the following day; whereupon all units got underway for a final rehearsal landing off Tinian Island, Marianas Group; upon completion of which on 13 February the Task Group returned to anchorage at Saipan. Navigational positions during passage Eniwetok to Saipan were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
7 February 1945			Piloting
8 February 1945	11°56 N 159°29 E	12°44.2 N 158°41 E	12°26 N 156°56.6 E
9 February 1945	12°56.4 N 154°27 E	13°02 N 153°46 E	13°21 N 151°47 E .

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12 March 1945

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Subject: War Diary - 1 January 1945 to 9 March 1945.

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
10 February 1945	13°50 N 149°35.8 E	13°40.2 N 148°33 E	14°21 N 147°30 E
11 February 1945	Piloting		

7. On 16 February the Task Group left Saipan enroute Iwo Jima, Volcano Group, arriving at 0625, 19 February. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
16 February, 1945			15°26 N 144°54.5 E
17 February 1945	16°32 N 143°02.5 E	17°14.2 N 143°04 E	18°32 N 143°04.5 E
18 February 1945	20°27 N 142°33 E	21°09.4 N 142°21 E	22°53 N 141°16 E

8. Upon arrival 19 February 1945, the Task Force commenced amphibious assault against Iwo Jima, and upon the same day the STARR received the U.S.S. SALT LAKE CITY alongside to receive 8" cargo ammunition; the STARR receiving considerable underwater damage from swells in the designated off shore area which caused both vessels to roll heavily against each other; the cruiser's underwater body damaging to some extent the frames in the engine room; her superstructure causing further damage to a boom and gun mounts. Discharge of ammunition was completed 20 February 1945 whereupon this vessel formed up with other units for night retirement in accordance with orders of Commander Task Force 51; night retirement being effective each night until 26 February 1945, whereupon this vessel moved inshore to anchor and commenced discharging cargo as directed to various amphibious craft alongside; continuous swells from the northeast causing damage to this and units alongside as they rolled against each other during the unloading period. During period of unloading it was necessary for this vessel to shift berths several times in an attempt to obtain more favorable unloading conditions. Unloading was completed on 5 March 1945, thereupon transferred all personnel of the 23rd and 62nd Naval Construction Battalions, temporary duty aboard having been completed.

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Subject: War Diary - 1 January 1945 to 9 March 1945

9. On March 5 1945 in accordance with orders of Commander Task Force 51, the STARR was designated a part of Task Unit 51.29.8 consisting of STARR (AKA67), BENNETT (DD473), and WADSWORTH (DD516), Commander Frederick Oliver Goldsmith, USN, in STARR, Commander Task Unit. On the same day the STARR took departure in company with Task Unit from Iwo Jima enroute Leyte Island, Philippine Islands; arriving on 9 March 1945, whereupon Task Unit was dissolved and STARR reported to Commander Amphibious Group TWELVE for duty. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
5 March 1945			Piloting
6 March 1945	Lat. 21°48.5 N Long. 140°19 E	20°57 N 140°02.3 E	18°53.8 N 139°30 E
7 March 1945	Lat. 17°02.5 N Long. 137°09 E	16°31 N 136°11 E	15°33 N 134°26.5 E
8 March 1945	Lat. 14°03.3 N Long. 131°51.5 E	13°30.5 N 131°01 E	12°31.5 N 129°15.5 E
9 March 1945	Lat. 10°53 N Long. 126°32 E	Piloting	

Frederick Oliver Goldsmith
Frederick Oliver Goldsmith

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San Francisco, California.

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Reg. No.	421
R. S. No.	

AKA67/A12-1
Serial No: 0220

12 April 1945

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary - 9 March 1945 to 31 March 1945.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. On 9 March 1945 STARR arrived Leyte Island, Philippine Islands, and upon reporting to Commander Amphibious Group TWELVE for duty; Task Unit 51.29.8 was dissolved; the STARR proceeding the same day to designated anchorage in San Pedro Bay where temporary repairs to damage incurred during Iwo Jima operation were undertaken by SERVRON TEN activities; permanent repairs not being undertaken due to lack of necessary dry-docking facilities and the immediate need for this vessel on a forthcoming operation as a replacement for the VIRGO (AKA 20); repairs continuing until 13 March.
2. On 13 March STARR proceeded to designated anchorage off DULAG, Leyte Island, reporting to Commander Transport Squadron FOURTEEN for duty; whereupon vessel commenced loading of combat cargo.
3. On 21 March, all loading was completed; the STARR shifting berth the same day to San Pedro Bay to receive fuel from the AO 49 and provisions from the PLATANO; such activities being completed on 23 March.
4. From 23 to 26 March STARR made final preparations for coming operation while waiting further orders and on 26 March shifted berth, anchoring in assigned berth off RIZAL, Leyte Island with units of Transport Division FORTY-TWO to which assigned.
5. Due to the foregoing repairs and combat loading, this vessel did not participate in rehearsals carried out by the rest of Transport Squadron FOURTEEN, to which attached.
6. On 27 March 1945, Task Group 51.13.2, to which attached, got underway for OKINAWA SHIMA, NANSEI SHOTO, exercising at gunnery in Leyte Gulf, tactics and tracking exercises continuing as scheduled enroute. Until March 31st foul weather was experienced due to the proximity of several cyclonic storms; moderating rapidly however on the 31st when the Task Group was less than twenty-four (24) hours from the assault objective.

AKA67/A12-1
Serial: 0220

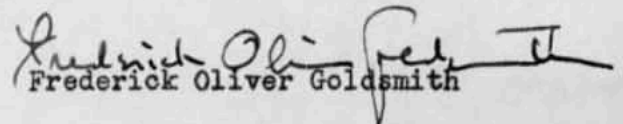
CONFIDENTIAL

12 April 1945

Subject: War Diary - 9 March 1945 to 31 March 1945.

7. The Navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
27 March		Piloting	10°38.5'N 126°09.5'E
28 March	12°50'N 127°40'E	13°17'N 127°57'E	14°25'N 128°21'E
29 March	16°04'N 130°02'E	16°40'N 130°33'E	17°37'N 131°12.3'E
30 March	19°51'N 132°17'E	20°23'N 131°53'E	21°26' N 130°49'E
31 March	23°10'N 129°27'E	23°33'N 129°02'E	24°46'N 127°53.5'E


Frederick Oliver Goldsmith

cc: CincPac

AKA67/A12-1
Serial: 0228

U.S.S. STARR (AKA-67)
% Fleet Post Office
San Francisco, Calif.

1 April 1945

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

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

Subject: War Diary - 1 April 1945 to 5 May 1945.

Reference: (a) Cominch Serial 7152 of 29 October 1945.

REG. NO. 490
R. S. NO. 101

1. Upon arrival in the transport area, 1 April 1945, the Task Force commenced amphibious assault against OKINAWA; the Starr moving inshore and anchoring the same day in the inshore transport area, with other units of transport division 42, and upon orders of COMTRANSDIV 42 commenced general unloading shortly thereafter. At sunset the Starr formed up with designated units for night retirement, returning to the same anchorage the following morning.
2. On 2 April upon anchoring unloading was resumed until sundown when Starr shifted to a designated anchorage farther inshore; remaining in this anchorage and unloading as boats and small craft were available until 7 April when Starr again shifted to a designated berth to the north, unloading being completed on 8 April, whereupon this vessel commenced loading empty powder cans from various designated units.
3. On 9 April at 0420 an enemy suicide boat attempted to ram the starboard side, exploding prematurely and therefore only causing a minimum of damage to this vessel, and no serious casualties.
4. On 10 April operations for this vessel were completed; the Starr formed up as a part of Task Unit 51.29.12; the task unit taking departure the same day for Guam.
5. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
10 April 1945			24°58.2N 129°03E
11 April 1945	Lat. 22°49'N Long. 131°00E	22°03'N 131°13'E	20°37'7N 132°34'5E
12 April 1945	Lat. 18°47'5N Long. 134°05'E	18°23'N 134°56E	17°31'N 136°15'E
13 April 1945	Lat. 16°21'N Long. 138°32'6E	15°42'5N 139°21.7E	14°53'N 140°46'5E
14 April 1945	Lat. 13°31'5N Long. 143°09'5E	13°20'8N 143°58'E	Piloting

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AKA67/A12-1
Serial No:

1 April 1945

Subject: War Diary - 1 April 1945 to 5 May 1945.

6. On 14 April upon arrival at Guam, various units were detached; the Starr and remaining vessels reforming in designated formation; proceeding shortly thereafter to Pearl Harbor, Oahu as a part of Convoy 5.

7. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
15 April 1945	Lat.12°56'2N Long.147°28'E	12°27'5N 148°25'E	12°28'N 150°01'E
16 April 1945	Lat.12°31'N Long.152°23'E	12°25'4N 153°20'E	12°11'N 155°23'E
17 April 1945	Lat.11°50'5N Long.157°23'E	11°37'N 158°29'E	11°23'N 159°46'8E
18 April 1945	Lat.11°07'N Long.162°29'E	11°02'N 163°21'E	10°54'N 165°05'E
19 April 1945	Lat.10°50'N Long.167°26'E	10°49'5N 168°25'E	10°49'5N 169°58'E
20 April 1945	Lat.11°25'5N Long.172°22'E	11°38'7N 173°21'4E	12°05'N 175°03'E
21 April 1945	Lat.13°10'N Long.177°36'5E	13°30'N 178°25'5E	14°15'N 179°50'6E
21 April 1945	Lat.15°12'N Long.177°25'5W	15°32'N 176°30'W	16°04'N 174°39'5W
22 April 1945	Lat.16°51'5N Long.171°54'5W	17°09'N 170°55'W	17°36'N 169°10'W
23 April 1945	Lat.17°57'N Long.166°52'5W	18°09'5N 165°58'5W	18°46'5N 164°05'5W
24 April 1945	Lat.19°24'N Long.161°42.5W	19°16'N 160°51'W	19°54'N 158°37'6W

8. Upon arrival off Pearl Harbor, Oahu, T.H., on 25 April 1945, Convoy 5 was dissolved; the Starr proceeding thereafter with various designated units into Pearl Harbor; whereupon vessel reported to ADCOMP HIBSPAC for duty; mooring the same day in designated berth, East Loch.

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San Francisco, California

AKA67/A12-1
Serial No:

1 April 1945

Subject: War Diary - 1 April 1945 to 5 May 1945.

9. The Starr remained in East Loch until 28 April; loading 137 tons of cargo and embarking 13 officers and 18 enlisted passengers.

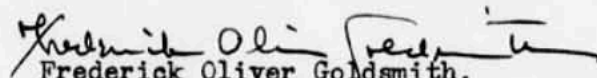
10. On 28 April 1945 at 1815 Starr proceeded indepently on duty assigned in accordance with orders of ADCOMPHIBSPAC to San Pedro, California, Continental United States.

11. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
28 April 1945	Lat. Long.		Piloting
29 April 1945	Lat.22°16'N Long.155°10'W	22°35'N 154°16'6W	23°24'2N 152°31'2W
30 April 1945	Lat.24°36'2N Long.149°55'W	24°49'7N 148°56'W	25°16'7N 147°01'5W
1 May 1945	Lat.26°18'N Long.144°13'6W	26°29'N 143°17'5W	27°50'N 141°26'5W
2 May 1945	Lat.28°30'N Long.138°22'W	28°59'N 137°20'5W	29°22'4N 135°07'4W
3 May 1945	Lat.30°12'7N Long.132°19'2W	30°29'N 131°18'W	31°00'N 129°00'W
4 May 1945	Lat.31°35'N Long.125°37'W	31°42'2N 124°29'W	32°21'N 122°14'W
5 May 1945	Lat. Long.	Piloting	

12. On 5 May upon arrival, Starr reported to COM 11, COMPHIBTRAPAC, and COMWESSEAFRON, anchoring in designated berth San Pedro Bay California; and, after all ship's ammunition was discharged into ammunition barge, Starr proceeded to designed pier, Terminal Island, San Pedro, California, where repairs and overhaul were undertaken by Bethlehem Steel Corp; such repairs continuing until 26 May when vessel shifted to drydock remaining there throughout the remainder of the month.

cc: CinPac


Frederick Oliver Goldsmith,
Commander, U. S. Navy,
Commanding.

AKA67/A16-3

U. S. S. STARR (AKA 67)

c/o Fleet Post Office

Serial: 0238

San Francisco, California

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

2 August 1945.

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary for Period 1 June 1945 to 31 July 1945.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. On 1 June 1945 having completed repairs to underwater body, STARR left Bethlehem Steel drydock and shifted to pier #233, Terminal Island, San Pedro, California, where repairs and overhaul were continued.
2. On 2 June 1945 at 1330 (ZD+7) in accordance with Commander Naval Operating Base orders NB66/P16-4/00 serial F-5648-JP, Commander Frederick Oliver Goldsmith, U.S.N., was detached from duty as Commanding Officer and was relieved by Lieutenant Commander Harold A. Moody, Jr., (DM), U.S.N.R., as acting Commanding Officer. At 1615 the same day in accordance with BuPers despatch 021704 of June 1945, Lieutenant Commander Harold A. Moody, Jr., (DM), U.S.N.R., was detached as Executive Officer and reported as Commanding Officer; Lieutenant Chester B. Brailey, (D), U.S.N.R., was detached as Navigator and reported as Executive Officer.
3. On 5 June, major portion of repairs and overhaul having been completed, STARR got underway for post repair trial runs, completing these satisfactorily the same day and returning to pier #233, Terminal Island, San Pedro, California, where minor adjustments and repairs were made.
4. On 7 June, STARR shifted to berth B-5, San Pedro Bay, California, where repairs were completed and ship's ammunition taken aboard.
5. On 8 June in accordance with Routing Officer, San Pedro, California, ltr. serial 24036 of 7 June 1945 STARR sailed for San Diego, California, arriving the same day and mooring to buoys #40 and #41, San Diego Bay, San Diego, California; reporting to COMPHIBSTRAPAC for three (3) days amphibious training.
6. On 10 June 1945 shifted to berth X-13, Outer Harbor, San Diego, and commenced amphibious exercises, completing same on 12 June. That day LCV(P)#22 sank when hoisting sling parted and hoisting pads pulled out; no personnel casualties; returning to berth #204, North San Diego Bay same day and reported to COTCPAC for two (2) days shakedown.

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

2 August 1945.

Subject: War Diary for Period 1 June 1945 to 31 July 1945.

7. On 13 June 1945 in accordance with CTG 14.1 dispatch 130316 of June 1945 sailed on two (2) days shakedown during which time STARR conducted short range battle practice, spotting practice, point of aim practice, day battle practice, damage control drills, engineering casualty drills, first aid fundamentals and drills, tactical exercises, flag hoist drills, recognition drills, and antenna casualty drills. During surface firing practice at towed target and free drifting target the following ammunition was expended:

4 rounds 5"/38 projectiles EL&P
12 rounds 5"/38 projectiles AAC
11 rounds 5"/38 powder SPDN 5616
5 rounds 5"/38 powder SPDN 4502
336 rounds 40MM cartridge HEIT SPDN 6952
325 rounds 20MM cartridge HET SPDN 7415
649 rounds 20MM cartridge HEI SPDN 7206

On 14 June STARR returned to berth #204, North San Diego Bay, San Diego, California.

8. On 15 June in accordance with orders of COMWESTSEAFRON STARR, steaming independently, sailed for San Francisco, California to load. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
Zone +7 time.				
15 June 1945	Lat.	32°33'N	32°39.4'N	33°59'N
	Long.	117°34'W	118°50.4W	120°48.7'W
16 June 1945	Lat.	36°44'N	Piloting	
	Long.	122°41'W		

9. On 16 June upon arrival STARR reported by visual despatch, 162005 of June 1945, to COMTWELVE for duty, docking the same day at berth 1, Redwood City, California.

10. On 18 June commenced loading cargo, completing loading on 22 June.

11. On 24 June STARR shifted to berth 4, anchorage 12, San Francisco Bay, California.

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2 August 1945.

Subject: War Diary for Period 1 June 1945 to 31 July 1945.

12. On 24 June in accordance with orders of COMTWELVE, serial 03813 of 19 June 1945, STARR, steaming independently, sailed for Guam via Eniwetok. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
24 June 1945 ZD(+7)	Lat. Long.			37°42'N 123°21'W
25 June 1945	Lat. Long.	37°45'N 127°09'W	37°42.5'N 128°26'W	37°38'N 131°25'W
26 June 1945 ZD(+8)	Lat. Long.	37°23'N 135°15'W	37°08'N 136°36'W	36°49.5'N 139°03.8'W
27 June 1945	Lat. Long.	36°27'N 142°46'W	36°12'N 144°12.5'W	35°42'N 146°48'W
28 June 1945 ZD(+9)	Lat. Long.	34°54'N 150°20'W	34°39'N 151°29'W	34°06'N 154°00'W
29 June 1945 ZD(+10)	Lat. Long.	33°15.5'N 157°13'W	33°03.5'N 158°17'W	32°21'N 160°23.5'W
30 June 1945	Lat. Long.	31°18'N 163°31.5'W	30°56.5'N 164°30.5'W	30°14.5'N 166°26'W
1 July 1945	Lat. Long.	29°57.5'N 169°21'W	28°27'N 170°34'W	27°29.2'N 172°48'W
2 July 1945 ZD(+11)	Lat. Long.	26°03.8'N 175°35.5'W	25°30.6'N 176°28'W	24°27'N 178°17.8'W

At 0345 the following morning crossed International

Date Line.

4 July 1945	Lat. Long.	22°53'N 179°01'E	22°12'N 178°06'E	20°52'N 176°08'E
5 July 1945 ZD(+12)	Lat. Long.	19°17.5'N 173°31'E	18°44'N 172°44'E	17°36.5'N 171°04'E

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6 July 1945	Lat.	15°50'N	15°19'N	14°08'N
	Long.	168°29'E	167°45'E	166°10'E
7 July 1945	Lat.	12°17'N	Piloting	
	Long.	163°39'E		

13. On 7 July upon arrival Eniwetok Atoll, Marshall Islands, STARR anchored in Berth R-3, Anchorage A.

14. On 8 July Fleet Post Office LCM delivered cargo mail to be delivered in accordance with instructions in registered letter, Navy #3237 of 8 July 1945. In the morning of the same day STARR was unable to get underway due to broken throttle valve. In the afternoon of the same day, repairs having been completed, STARR went alongside tanker (YO 163) in Berth L-2, Anchorage A, Eniwetok Atoll, Marshall Islands, to fuel. Upon completion of fueling in accordance with orders of Port Director, Eniwetok, Marshall Islands, STARR sailed for Guam, steaming independently. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
8 July 1945	Lat.			11°16'N
ZD(-12)	Long.			161°42.5'E
9 July 1945	Lat.	11°45'N	11°55'N	12°19'N
	Long.	158°28'E	157°16.5'E	154°58'E
10 July 1945	Lat.	12°54.5'N	13°02.5'N	13°20'N
ZD(-11)	Long.	151°47'E	150°42'E	148°20'E
11 July 1945	Lat.	13°48'N	Piloting	
ZD (-10)	Long.	145°13'E		

15. On 11 July upon arrival at Apra Harbor, Guam, Marianas Group, STARR anchored in Berth #501.

16. During the voyage between San Francisco, California, and Apra Harbor, Guam, Marianas Group, the following incidents occurred:

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17. On 27 June 1945 (zone +9 time) at 1618 a life raft was sighted in latitude 35°53'N, Longitude 145°48'W and after close examination was identified as "Gallabee's" raft #1 with no persons aboard. The raft was destroyed by gunfire after expending the following ammunition:

8 rounds of 5"/38 powder SPDN 6878
2 rounds of 5"/38 powder SPDN 5045
10 rounds of 5"/38 projectiles AAC
196 rounds of 40MM cartridges HEIT, SPDN 6952
40 rounds of 20MM cartridges HET, SPDN 7415
80 rounds of 20MM cartridges HEI, SPDN 7206

18. On 28 June 1945 (zone + 9 time) STARR commenced zig-zagging in accordance with plan #6 (FTP #183) and continued, except when the visibility was very low or it was necessary to cease to clear other ships, until the final destination was reached.

19. On 29 June (zone + 10 time) at 0830 two possible mines were sighted about 1000 yards to starboard in latitude 33°14'N, longitude 157°21'W.

20. On 2 July 1945 (zone + 11 time) commenced exercising at routine dawn general quarters during which time firing practice, damage control drills, and steering casualty drills were held. These drills and periodic abandon ship drills held at 1300 were continued until our destination was reached.

21. On 5 July 1945 (zone - 12 time) at routine dawn general quarters the following ammunition was expended during drills:

2 rounds 5"/38 powder SPDN 6878
2 rounds 5"/38 projectiles AAC
16 rounds 40MM cartridges HEIT SPDN 6925
12 rounds 20MM cartridges HET SPDN 7415
24 rounds 20MM cartridges HEI SPDN 7206

22. On 6 July 1945 (zone -12 time) at routine dawn general quarters the following ammunition was expended during drills:

2 rounds 5"/38 powder SPDN 6878
2 rounds 5"/38 projectiles AAC
25 rounds 40MM cartridges HEIT SPDN 6925
25 rounds 20MM cartridges HET SPDN 7415
52 rounds 20MM cartridges HEI SPDN 7206

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2 August 1945.

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23. On 11 July 1945 (zone -11 time) at routine dawn general quarters the following ammunition was expended during drills:

2 rounds 5"/38 powder SPDN 6878
2 rounds 5"/38 projectiles AAC
22 rounds 40MM cartridge HEIT SPDN 6952
4 rounds 40MM cartridge HEIT SPDN 8141
22 rounds 20MM cartridge HEI SPDN 7415
11 rounds 20MM cartridge HET SPDN 7206

24. On 12 July in accordance with Port Director, Guam, dispatch 111137 of July 1945 STARR shifted to anchorage Agana Bay, Guam, Marianas Group, for unloading. In the afternoon of the same day commenced unloading cargo into U. S. Army DUKWs.

25. On 19 July 1945 in the afternoon completed discharging cargo. Cargo mail was delivered in accordance with instructions in registered letter, Navy #3237 of 8 July 1945 the same day.

26. On 20 July 1945 in accordance with orders of Port Director Guam, STARR sailed for Pearl Harbor, Oahu, T. H., steaming independently. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
20 July 1945 ZD (-10)	Lat. Long.		Piloting	12°56.3'N 147°02'E
21 July 1945 ZD (-11)	Lat. Long.	12°38'N 149°34'E	12°36'N 150°31'E	12°14.5'N 152°36'E
22 July 1945	Lat. Long.	11°47'N 155°36'E	11°43'N 156°36'E	11°31'N 158°32'E
23 July 1945	Lat. Long.	11°10'N 161°29'E	11°15.5'N 162°30.5'E	11°44.5'N 164°28'E
24 July 1945 ZD (-12)	Lat. Long.	12°31'N 167°01.5'E	12°54'N 168°00'E	13°26'N 169°57'E
25 July 1945	Lat. Long.	14°11'N 172°53'E	14°39'N 173°56'E	15°02'N 175°33'E

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2 August 1945.

Subject: War Diary for Period 1 June 1945 to 31 July 1945.

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
26 July 1945	Lat.	15°42'N	15°56.6'N	16°19'N
ZD (+11)	Long.	178°22'E	179°23'E	178°43'W
At 1428 crossed International Date Line.				
26 July 1945	Lat.	16°52'N	17°13'N	17°41'N
	Long.	175°44'W	174°39'W	172°43'W
27 July 1945	Lat.	18°23.5'N	18°36'N	19°03.5'N
	Long.	169°35.5'W	168°31.5'W	166°25'W
28 July 1945	Lat.	19°20'N	19°21'N	19°37'N
ZD (+10)	Long.	163°32'W	162°33'W	160°28'W
29 July 1945	Lat.	20°17'N	Piloting	
ZD (+9½)	Long.	158°00'W		

27. On 29 July 1945 (ZD+9½) at 1300, STARR arrived at Pearl Harbor, Oahu, T. H., and moored in berth C-5, East Loche, reporting to CincPOA and AdComPhibsPac by visual dispatch 292215 of July 1945.

28. Between 29 July and 31 July STARR awaited orders to load.

29. During the passage between Guam, Marianas Group, and Oahu, T. H., the following incidents of note occurred:

30. On July 20, 1945 (zone -10 time) in the afternoon, STARR held anti-aircraft firing practice consisting of "How" runs, "Uncle" runs and "Charley-Tare" runs firing at a towed sleeve. During this practice the following ammunition was expended:

28 rounds 5"/38 projectiles AAC
19 rounds 5"/38 powder SPDN 5607
8 rounds 5"/38 powder SPDN 6878
1 round 5"/38 powder SPDN 5045
1141 rounds 40MM cartridges HEIT SPDN 6952
214 rounds 40MM cartridges HEIT SPDN 8141
1568 rounds 20MM cartridges HET SPDN 7415
3136 rounds 20MM cartridges HEI SPDN 7206

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

2 August 1945.

Subject: War Diary for Period 1 June 1945 to 31 July 1945.

31. Upon completion of anti-aircraft firing practice at 1307 (zone -10 time) the same day, STARR commenced zig-zagging in accordance with zig-zag plan #6 (FTP 193) and continued, except when it was necessary to cease to clear other ships, until the final destination was reached.
32. On 21 July 1945 (zone -11 time) STARR commenced exercising at routine dawn general quarters during which time firing practice, test firing, damage control drills and instructions, and steering casualty drills were held. These drills and periodic abandon ship drills held at 1300 were continued until the final destination was reached.
33. On 23 July 1945 at 0954 (zone -11 time) made landfall on Eniwetok Atoll, Marshall Islands, bearing 052°(T), 18½ miles distant.
34. On 23 July 1945 at sunset (zone -11 time) lighted dimmed running lights including range light. These lights were lighted during hours of darkness until Oahu, T. H. was reached.
35. On 24 July 1945 (zone -12 time) at routine dawn general quarters the following ammunition was expended during drills:
- 10 rounds 40MM cartridge HEIT SPDN 6377
 - 6 rounds 40MM cartridge HEIT SPDN 7497
36. On 24 July 1945 at 1315 (zone -12 time) changed zig-zag plan to zig-zag plan #11 (Diagrams of 1940) and continued zig-zagging according to the WIMS system.
37. On 25 July 1945 (zone +12 time) at routine dawn general quarters the following ammunition was expended test firing VT fuses, Mark 53. Reactions were above average:
- 12 rounds 5"/38 projectiles AAC Special
 - 12 rounds 5"/38 powder SPDN 5607
38. On 25 July 1945 at 1530 (zone +12 time) STARR was forced to slow to 12 knots due to electrical trouble in #2 forced draft blower. At 1952 the same day standard speed, 15.5 knots, was resumed, the repairs to #2 forced draft blower having been completed.

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

2 August 1945.

Subject: War Diary for Period 1 June 1945 to 31 July 1945.

39. On 26 July 1945 at 1428 (zone +11 time) crossed the International Date Line. At midnight the same day changed date to 26 July 1945 to conform to west longitude date.

40. On 26 July 1945 (zone +11 time) at routine dawn general quarters the following ammunition was expended during drills:

17 rounds 20MM cartridges HET SPDN 7415
34 rounds 20MM cartridges HEI SPDN 7206
8 rounds 40MM cartridges HEIT SPDN 6952
3 rounds 40MM cartridges HEIT SPDN 8141

41. On 27 July 1945 (zone +11 time) at routine dawn general quarters expended the following ammunition during test firing:

6 rounds 40MM cartridges HEIT SPDN 7497
10 rounds 40MM cartridges HEIT SPDN 6952
13 rounds 40MM cartridges HEIT SPDN 8481
1 round 40MM cartridges HEIT SPDN 6377

Harold A. Moody Jr
HAROLD A. MOODY, Jr.

U. S. S. STARR (AKA 67)

c/o Fleet Post Office
San Francisco, California

AKA67/A16-3

31 August 1945

Serial: 0241

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary for Period 1 August 1945 to 31 August 1945.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. Between 1 August 1945 and 3 August 1945 STARR awaited orders to load.

2.- On 4 August 1945 STARR shift from berth C-5 to berth W-8, West Loche, Pearl Harbor, Oahu, T. H. In the afternoon of the same day, commenced loading cargo, completed loading in the evening of 7 August 1945.

3. On 8 August 1945 at 1506 (ZD+9 $\frac{1}{2}$) in accordance with ComHawSea From letter serial 01219 WJC/er1 of 8 August 1945 STARR, steaming independently, sailed for Guam.

4. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
8 August 1945	Lat.			20°13.8'N
ZD(+9 $\frac{1}{2}$)	Long.			157°59.5'W
9 August 1945	Lat.	19°45.5'N	19°41'N	19°36.5'N
	Long.	160°44'W	161°39'W	163°51'W
10 August 1945	Lat.	19°04.5'N	18°52'N	18°31'N
ZD(+10)	Long.	167°04.5W	168°07'W	170°10'W
11 August 1945	Lat.	17°46'N	17°36'N	17°14'N
ZD(+11)	Long.	173°32'W	173°31.5'W	176°35'W
12 August 1945	Lat.	16°30'N	16°16'N	15°33'N
	Long.	179°52'W	179°07'E	176°49'E

At 0832 Crossed International Date Line.

14 August 1945	Lat.	14°59'N	14°40'N	14°09'N
ZD(-12)	Long.	173°59'E	173°02'E	171°06'E

U. S. S. STARR (AKA 67)

c/o Fleet Post Office
San Francisco, California

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31 August 1945

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

Subject: War Diary for Period 1 August 1945 to 31 August 1945.

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
15 August 1945	Lat.	13°12'N	12°54'N	12°18'N
	Long.	168°11'E	167°13'E	165°03'E
16 August 1945	Lat.	11°48'N	11°29'N	11°43'N
	Long.	162°07'E	161°10'E	159°11'E
17 August 1945	Lat.	12°12.5'N	12°30'N	12°45.5'N
	Long.	156°20'E	155°26'E	153°29.5'E
18 August 1945	Lat.	13°10.5'N	13°20'N	13°38'N
	Long.	150°26'E	149°27'E	147°10'E

19 August 1945 Piloting

5. On 19 August 1945 (ZD-10) at 0909 STARR arrived Apra Harbor, Guam, Marianas Islands, and moored fore and aft to buoys in berth 18, and reported to CincPac by visual dispatch 182356 of August 1945.

6. Between 19 August and 21 August 1945 STARR awaited orders to unload.

7. On 21 August 1945 in the afternoon STARR shifted to dock Sub #1, and commenced discharging cargo.

8. On 26 August 1945 (ZD-10) at 0100 STARR completed unloading and at 0600 shifted to berth #21, Apra Harbor, Guam, Marianas Group.

9. Between 26 August 1945 and 31 August 1945 STARR awaited orders.

10. During the passage between Oahu, T. H., and Guam, Marianas Group, the following incidents of note occurred:

11. On 8 August 1945 at 1720 (ZD+9½) STARR commenced zig-zagging in accordance with zig-zag plan #6 (FTP 183) and continued, except during periods of reduced visibility and when it was necessary to cease to clear other ships, until final destination was reached. At sunset of the same day lighted dimmed running lights including range lights and continued burning running lights during hours of darkness until STARR passed Eniwetok Atoll, Marshall Islands.

U. S. S. STARR (AKA 67)

c/o Fleet Post Office

San Francisco, California

AKA67/A16-3
Serial: 0241

31 August 1945

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

Subject: War Diary for Period 1 August 1945 to 31 August 1945.

12. On 10 August 1945 at 0615 (ZD+10) commenced exercising at routine dawn general quarters and continued until the final destination was reached. During routine dawn general quarters STARR exercised at firing practice, damage control drills and instructions, and steering casualty drills. Periodic abandon ship drills held at 1300 continued throughout the voyage.

13. On 10 August 1945 at routine dawn general quarters, the following ammunition was expended during drills:

2 rounds 5"/38 projectiles AAC
2 rounds 5"/38 powder SPDN 5607
8 rounds 40MM cartridges HEIT SPDN 6952
12 rounds 40MM cartridges HEIT SPDN 7497
5 rounds 20MM cartridges HET SPDN 7415
10 rounds 20MM cartridges HEI SPDN 7206

14. On 11 August 1945 (ZD+11) at routine dawn general quarters the following ammunition was expended during drills:

2 rounds 5"/38 projectiles AAC
2 rounds 5"/38 powder SPDN 5607
12 rounds 40MM cartridges HEIT SPDN 6952
12 rounds 40MM cartridges HEIT SPDN 6377
13 rounds 20MM cartridges HET SPDN 7415
26 rounds 20MM cartridges HEI SPDN 7206

15. On 12 August 1945 (ZD+11) at routine dawn general quarters the following ammunition was expended during drills:

2 rounds 5"/38 projectiles AAC
2 rounds 5"/38 powder SPDN 5607
22 rounds 40MM cartridges HEIT SPDN 6377
6 rounds 40MM cartridges HEIT SPDN 7497
12 rounds 40MM cartridges HEIT SPDN 8142
12 rounds 40MM cartridges HEIT SPDN 6952
34 rounds 20MM cartridges HET SPDN 7415
68 rounds 20MM cartridges HEI SPDN 7206

16. On 15 August 1945 (ZD-12) at routine dawn general quarters the following ammunition was expended during drills:

3 rounds 5"/38 projectiles AAC
3 rounds 5"/38 powder SPDN 5607

REG. NO 627
R. S. NO
REG. SHEET NO 103

U. S. S. STARR (AKA 67)

c/o Fleet Post Office
San Francisco, California

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31 August 1945

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

Subject: War Diary for Period 1 August 1945 to 31 August 1945.

17. On 15 August 1945 (ZD-12) at 1102 word was received by radio from Washington, D. C. that the Japanese Government had surrendered unconditionally. Ship's position at this time: Lat. $12^{\circ}58'N$, Long. $167^{\circ}28'E$.

18. On 16 August 1945 (ZD-11) at 0638 made landfall on Ehiwetok Atoll bearing $200^{\circ}(T)$, 15 miles distant.

Harold A. Moody Jr.
HAROLD A. MOODY, Jr.

U. S. S. STARR (AKA 67)

c/o Fleet Post Office

San Francisco, California

AKA67/A16-3
Serial: 0245

30 September 1945

CONFIDENTIAL

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary for Period 1 September 1945 to 30 September 1945.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. Between 1 September 1945 and 2 September 1945 STARR awaited orders.
2. On 2 September 1945 (ZD-10) at 1729 in accordance with Port Director, Guam, serial 2235 of 2 September 1945, STARR, steaming independently, sailed for Leyte, Philippine Islands.
3. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
2 Sept. 1945 (ZD-10)	Lat.			13°05.6'N
	Long.			144°22'E
3 Sept. 1945	Lat.	11°28'N	10°54.5'N	10°14'N
	Long.	141°48'E	140°56.5'E	139°16'E
4 Sept. 1945	Lat.	10°28'N	10°30'N	10°35'N
	Long.	136°41'E	135°27'E	133°22'E
5 Sept. 1945 (ZD-9)	Lat.	10°34'N	10°39'N	10°42'N
	Long.	130°46'E	129°48'E	127°57'E
6 Sept. 1945	Piloting			

4. On 6 September 1945 (ZD-9) at 1027 STARR arrived Leyte, Philippine Islands, anchored in Berth #281, San Pedro Bay and reported to COMTRANSRON 21 by visual dispatch 060200 of September 1945.

5. During the passage between Guam, Marianas Islands and Leyte, Philippine Islands, STARR zig-zagged in accordance with zig-zag plan #6 (FTP 183), except during times of reduced visibility or when it was necessary to cease to clear other ships; held steering casualty drills during routine dawn general quarters; and, held periodic abandon ship drills.

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U. S. S. STARR (AKA 67)

c/o Fleet Post Office

San Francisco, California

AKA67/A16-3
Serial: 0245

30 September 1945

CONFIDENTIAL

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

Subject: War Diary for Period 1 September 1945 to 30 September 1945.

6. On 7 September 1945 (ZD-9) at 1520 STARR went alongside the IX-111 to fuel. At 1620 upon completion of fueling STARR returned to Berth #281 and anchored.

7. On 8 September 1945 (ZD-9) at 0655 STARR, steaming independently, sailed for Guiuan, Samar, Philippine Islands, arriving the same day at 1154 and anchoring near berth "M-43". At 1600 the same day pursuant to COMTRANSRON 21 dispatch 070210 of September 1945 four (4) LCVF's and eight (8) LCM(3)'s were transferred to PhibsPac Replacement Boat Pool, Navy #3149, Samar, Philippine Islands.

8. On 9 September 1945 (ZD-9) at 0651 in accordance with Port Director, Navy #3149 serial 341 of 8 September 1945, STARR, steaming independently, sailed for Iloilo, Panay Island, Philippine Islands, piloting all the way.

9. On 10 September 1945 (ZD-9) at 0902 STARR moored to dock in Iloilo Strait, Iloilo, Panay Island, Philippine Islands and reported by visual dispatch 092320 to COMPHIBGRP 13 for duty at 1300 the same day, STARR commenced loading cargo.

10. On 14 September 1945 (ZD-9) at 1300, STARR completed loading cargo and embarked seven (7) U.S. Army officers and ninety-six (96) U.S. Army enlisted men, detachments of the 40th Army Division. At 1533 STARR shifted to anchorage, berth 16, Iloilo Strait. At 1700 eight (8) U.S. Army LCM(3)'s and four (4) U.S. Army LCVF's were transferred aboard.

11. On 15 September 1945 (ZD-9) at 1514 on orders from COMTASKUNIT 78.22.11 STARR sailed for Jinsen, Korea. At 1618 took departure with Buoy C-1, Iloilo Strait, abeam to starboard, 550 yards distant. At 1814 TASK UNIT 78.22.11 assumed its final disposition in single column open order with ships in the following order: U.S.S. ZEILIN (APA-3) Flagship, U.S.S. PIERCE (AMA-50), U.S.S. HOCKING (APA-121), U.S.S. STARR (AKA-67), and U.S.S. CARTERET (APA-70).

12. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
15 Sept. 1945 (ZD-9)	Lat. Long.		10°01.5'N 121°51.5'E

U. S. S. STARR (AKA 67)

c/o Fleet Post Office

San Francisco, California

AKA67/A16-3
Serial: 0245

30 September 1945

CONFIDENTIAL

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

Subject: War Diary for Period 1 September 1945 to 30 September 1945.

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
16 Sept. 1945	Lat.	9°00'N	9°29'N	10°31.4'N
	Long.	123°41'E	124°42'E	125°48.5'E
17 Sept. 1945	Lat.	12°58'N	13°50'N	15°36'N
	Long.	126°34'E	126°34'E	126°47.6'E
18 Sept. 1945	Lat.	19°12'N	18°59'N	20°35'N
	Long.	127°06'E	127°01'E	127°17'E
19 Sept. 1945	Lat.	23°08.5'N	24°03.5'N	25°33.7'N
	Long.	127°38'E	127°39'E	126°53.5'E
20 Sept. 1945	Lat.	27°37'N	28°15'N	29°43'N
	Long.	125°15'E	124°39'E	125°09.5'E
21 Sept. 1945	Lat.	31°57'N	32°48'N	34°26'N
	Long.	125°45'E	125°23'E	125°00'E
22 Sept. 1945	Piloting			

13. On 22 September 1945 (ZD-9) at 1258 STARR anchored in Berth C-8 (East), Chemulpo Anchorage, Jinsen Ko, Korea.

14. On 23 September 1945 (ZD-9) at 0230 Condition 1-A was set. At 0240 commenced lowering all boats. At 0355 completed lowering all boats. At 0402 commenced unloading cargo into LCPV's and LCM(3)'s. At 0600 first wave of boats carrying cargo hit the beach. At 0845 commenced discharging cargo into LSM's and LCT's.

15. Unloading details consisted of four (4) officers and one hundred seventeen (117) enlisted men from Anti-Tank Company, 185th Infantry Regiment, one (1) officer and seventy-five (75) enlisted men from Company "E", 160th Infantry Regiment; and one (1) officer and forty-five (45) men from Company "G", 160th Infantry Regiment, all of whom arrived and departed on orders from U.S. Army Commanders.

16. On 25 September 1945 (ZD-9) at 1410 eight (8) U.S. Army LCM(3)'s and four (4) U.S. Army LCPV's were transferred to U.S. Army Boat Pool, Jinsen, Korea. At 2315 the same day completed discharging cargo, secured from Condition 1-A and set regular at anchor watch. At 1330 TASK

U. S. S. STARR (AKA 67)
c/o Fleet Post Office
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REG. NO 678
R. S. NO
REG. SHEET NO 168

30 September 1945

AKA67/A1C-3
Serial: 0245

CONFIDENTIAL

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

Subject: War Diary for Period 1 September 1945 to 30 September 1945.

UNIT 78.22.11, with the exception of the U.S.S. STARR, sailed for Leyte, Philippine Islands.

17. On 26 September 1945 (ZD-9) at 0730 the last LCT which had been awaiting the tide, cast off. At 0745 the last of the seven (7) U.S. Army officers and ninety-six (96) enlisted men originally embarked at Iloilo, Panay, Philippine Islands left the ship. Most of the men had previously left the ship when their vehicles were unloaded.

18. On 27 September 1945 (ZD-9) at 0647 in accordance with Port Director, Jinsen, dispatch 260320 of September 1945, STARR, steaming independently, sailed for Leyte, Philippine Islands.

19. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
27 Sept. 1945 (ZD-9)		Piloting	36°36'N 125°24'E	34°31'N 125°00'E
28 Sept. 1945	Lat.	31°31'N	30°38'N	28°35'N
	Long.	125°51'E	125°21'E	124°32'E
29 Sept. 1945	Lat.	26°10'N	25°12'N	25°41'N
	Long.	126°25'E	126°38'E	126°28.5'E
30 Sept. 1945	Lat.	27°22'N	27°57.2'N	29°03'N
	Long.	125°43'E	126°08'E	126°09'E

20. On 29 September 1945 (ZD-9) at 1320 in accordance with COMPHIBGR 13 dispatch 290516 of September 1945 changed course to northward in order to avoid typhoon.

21. On 30 September 1945 (ZD-9) at 0805 requested and received permission to join with PHIBSGR 7 TYPHOON UNIT "FOX". At 0805 STARR assumed position #15 in convoy. At 0940 STARR exchanged positions with #14. At 1012 STARR assumed position #11, the ship in that position having left the convoy.

Harold A. Moody, Jr.
HAROLD A. MOODY, Jr.

U. S. S. STARR (AKA 67)

c/o Fleet Post Office
San Francisco, California

RECEIVED S-C FILES
Room 2085

AKA67/A16-3
Serial: 0247

31 October 1945

ROUTE TO: 03
30 NOV 1945

CONFIDENTIAL

File No. (SC) A12-1/AKA67

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

Doc. No.

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

Copy No. 1 of 2

Eng. No. 721

Subject: War Diary for Period 1 October 1945 to 31 October 1945.

Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. On 1 October 1945 (ZD-9) steaming in company with PHIBSGRP 7 in position #11 in TYPHOON Unit "FOX". At 1236 in accordance with voice message from COMPHIBSGRP 7 dated 010233 of October 1945, STARR departed PHIBSGRP 7 TYPHOON Unit "FOX" and sailed for Leyte, Philippine Islands.

2. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
1 Oct. 1945 (ZD-9)	Lat.	29°04'N	28°54'N	27°15'N
	Long.	127°28'E	127°29'E	126°42'E
2 Oct. 1945	Lat.	24°40'N	23°42'N	21°41'N
	Long.	126°52'E	127°05'E	127°13'E
3 Oct. 1945	Lat.	18°28'N	17°29'N	
	Long.	126°47'E	126°43'E	
4 Oct. 1945	Lat.	12°12'N	Piloting	
	Long.	126°13'E		

3. On 4 October 1945 (ZD-9) at 0948 made landfall on Samar Island, Philippine Islands, bearing 255°(T), 42 miles distant. At 1811 STARR anchored in Berth #215, San Pedro Bay, Leyte, Philippine Islands, and reported to COMPHIBGROUP 13 by dispatch 041230 of October 1945.

4. On 5 October 1945 (ZD-9) at 1355 STARR went alongside AO-13 and fueled. The same day STARR provisioned.

5. On 6 October 1945 (ZD-9) at 1124 in accordance with instructions contained in Port Director, Jinsen, dispatch 260230 of September 1945, STARR sailed for Guiuan, Samar, Philippine Islands, arriving there at 1436 the same day.

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San Francisco, California

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Subject: War Diary for Period 1 October 1945 to 31 October 1945.

6. On 7 October 1945 (ZD-9) at 1159 received from Boat Replacement Pool, Navy #3149, Samar, Philippine Islands, eight (8) LCM's and seven (7) LCVP's to complete ship's complement. At 1347 in accordance with Port Director, Navy #3149, serial 435 of 6 October 1945, STARR sailed for San Fernando, Luzon, Philippine Islands, piloting all the way.

7. On 9 October at 1437 STARR anchored in San Fernando Roads, San Fernando, Luzon, Philippine Islands and reported by dispatch 090446 to COMPHIBGRP 13 for duty.

8. On 10 October 1945 at 1820 STARR docked at Pier #2, San Fernando Harbor, San Fernando, Philippine Islands. At 2058 STARR commenced loading cargo.

9. On 14 October at 0340 STARR completed loading cargo and completed embarking one hundred seventy (170) enlisted men and seven (7) officers, detachments of the 6th Infantry Division, U.S. Army. At 0755 STARR shifted to anchorage in San Fernando Roads, San Fernando, Luzon, Philippine Islands.

10. On 16 October 1945 at 1657 in accordance with COMPHIBGRP 13 dispatch 150115 of October 1945, STARR got underway for Jinsen, Korea, forming up in Task Unit 78.22.2 in position #2, 700 yards astern U.S.S. CLEBURNE (APA-73), screened by U.S.S. KEPHART (APD61), O.T.C. and Fleet Guide in U.S.S. CLEBURNE (APA-73).

11. The navigational positions during passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
16 Oct. 1945 (ZD-9)			Piloting
17 Oct. 1945 (ZD-9)	Lat. 19°37'N Long. 121°08'E	20°02'N 122°00'E	20°04'N 124°13'E

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<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
18 Oct. 1945	Lat.	21°27'N	22°26'N	24°22'N
	Long.	126°53'E	127°11'E	127°43'E
19 Oct. 1945	Lat.	26°44'N	27°35'N	29°21'N
	Long.	125°47'E	125°07'E	124°57'E
20 Oct. 1945	Lat.	32°09'N	33°00'N	34°39'N
	Long.	125°41'E	125°29'E	125°02'E
21 Oct. 1945		Piloting	Piloting	

12. On 21 October 1945 (ZD-9) at 1248 anchored in Berth C-15, East, in Chemulpo Anchorage, Jinsen Ko, Korea. At 1645 commenced hoisting out boats. At 1730 completed hoisting out boats. At 1830 commenced unloading cargo into LCVP's and LCM's and disembarking one hundred seventy (170) U.S. Army enlisted men and seven (7) U.S. Army officers, detachments of the 6th Infantry Division.

13. On 22 October 1945 (ZD-9) at 1845 commenced unloading cargo into LCT's and LSM's.

14. On 28 October 1945 (ZD-9) at 2210 completed unloading cargo.

15. On 29 October 1945 (ZD-9) at 0800 completed disembarking one hundred seventy (170) enlisted men and seven (7) officers, detachments of the U.S. Army 6th Infantry Division. At 1055 in accordance with Port Director, Jinsen, orders #281315 of October 1945, got underway for Bougainville in company with Task Unit 78.16.11, STARR in position #2, 800 yards astern U.S.S. CLEBURNE (APA-73), screened by U.S.S. FRYBARGER (DE-705), O.T.C. and Fleet Guide in U.S.S. CLEBURNE (APA-73).

16. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
29 Oct. 1945	Lat.		Piloting	36°18'N
(ZD-9)	Long.			125°21'E

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Subject: War Diary for Period 1 October 1945 to 31 October 1945.

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
30 Oct. 1945	Lat.	34° 20' N	33° 25' N	32° 25' N
	Long.	124° 51' E	125° 06' E	126° 33' E
31 Oct. 1945	Lat.	31° 09' N	30° 16' N	28° 44' N
	Long.	129° 18' E	130° 10' E	131° 51' E

17. On 30 October 1945 (ZD-9) at 1620 U.S.S. FRYBARGER (DE-705) left Task Unit.

18. On 31 October 1945 (ZD-9) at 1410 on orders of O.T.C., Task Unit 78.16.11 dissolved, proceeding independently to Bougainville.

Harold A. Moody Jr.
HAROLD A. MOODY, Jr.

Copy to:
CincPac

None

U.S.S. STARR (AKA 67)
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

AKA67/A12-1/bb
Serial: 02

13 January 1945

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary - 21 October 1944 to 31 December 1944.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. On 21 October 1944, the U.S.S. STARR (AKA 67) was commissioned at Charleston Navy Yard, Charleston, South Carolina, by the Commandant, SIXTH Naval District. Captain Guy E. Baker, U. S. Navy, acting for the Commandant, then delivered the vessel to Commander Frederick Oliver Goldsmith, U. S. Navy, who published his orders, BuPers speedletter, serial: 42252, No: 124690 of 9 January 1944, ordering him to command the vessel when commissioned; and from 22 to 31 October 1944, inclusive, the vessel was engaged in conducting sea trials and structural test firing.

2. On 1 November 1944, in accordance with the orders of the Commandant, SIXTH Naval District the STARR departed from the Charleston, S.C., Area enroute Norfolk, Virginia for duty with Commander Amphibious Training Force, U. S. Atlantic Fleet, arriving in the Chesapeake Bay Area on 2 November 1944.

3. From 5 to 10 November 1944 the vessel operated in the Chesapeake Bay Area in accordance with ComPhibTraLant Ltr., serial: 04008, during which personnel were engaged in practicing loading and unloading of landing boats; general drills and gunnery exercises, after which the vessel proceeded to Navy Yard, Norfolk, Va.

4. On 16 November 1944 the vessel left the Navy Yard for the Chesapeake Bay Area to carry out the second phase of operations prescribed by ComPhibTraLant, and on 20 November 1944, returned to Norfolk, Va., mooring at the Naval Operating Base, Hampton Roads; and reporting to Commander Service Force, U. S. Atlantic Fleet for duty.

5. During the period 21 to 27 November 1944, the vessel was engaged in loading cargo and on 28 November 1944 was assigned to Task Unit 29.6.1; constituted by Commander Task Force 29; consisting of USS STARR (AKA67), USS AURELIA (AKA23), and escort, USS BAUER (DM26), Commander Frederick Oliver Goldsmith, U. S. Navy, Commander Task Unit, in STARR. On the same day the Task Unit departed Norfolk, Va., for the Panama Canal Zone in accordance with ComServLant dispatch 271437; arriving on 3 December 1944, whereupon the Task Unit was dissolved. The navigational positions during this passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
29 November 1944	Lat. 33°02' N Long. 73°00' W	31°48' N 73°30.3' W	29°29' N 73°42' W

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Serial: 02

13 January 1945

Subject: War Diary - 21 October 1944 to 31 December 1944.

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
30 November 1944	Lat. 26°40' N Long. 74°15' W	25°29.5' N 74°10.5' W	23°26.5' N 74°22.7' W
1 December 1944	Piloting	19°30' N 74°34' W	17°49' N 76°01' W
2 December 1944	Lat. 15°21.2' N Long. 77°38' W	14°23.4' N 78°17.4' W	12°38.5' N 79°07' W

6. Upon arrival Cristobal, Panama Canal Zone, the STARR proceeded independently, transiting the Canal the same day; and upon arrival Balboa, reported by dispatch to Commander in Chief, U. S. Pacific Fleet, for duty.

7. On 4 December 1944 the STARR departed singly from Balboa enroute Pearl Harbor, Oahu, T.H. On 17 December 1944 the STARR deviated from route in accordance with Commander Hawaiian Sea Frontier dispatch 171241 to search in area where Navy plane had crashed; being assisted in this search by planes from Pearl Harbor; thereafter proceeding Pearl Harbor, arriving 18 December 1944. The navigational positions during this passage were as follows:

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
4 December 1944	Piloting	Piloting	08°19.9' N 79°30' W
5 December 1944	Lat. 07°00.3' N Long. 81°54.3' W	06°55.2' N 82°59.1' W	06°47' N 85°18.6' W
6 December 1944	Lat. 07°50' N Long. 88°07.5' W	07°59' N 89°07' W	08°34' N 90°36.7' W
7 December 1944	Lat. 09°40' N Long. 93°58.9' W	10°01.3' N 94°55.1' W	10°41' N 97°03.2' W
8 December 1944	Lat. 11°40.5' N Long. 100°14.8' W	12°00' N 101°15' W	12°46' N 103°35' W
9 December 1944	Lat. 13°45' N Long. 106°29' W	14°00' N 107°30.4' W	14°26.5' N 109°26.5' W

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AKA67/A12-1/bb

Serial: 02


13 January 1945

Subject: War Diary - 21 October 1944 to 31 December 1944.

<u>DATE</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
10 December 1944	Lat. 15°02.2' N Long. 112°49.9' W	15°25.7' N 113°12.5' W	15°53' N 115°32.5' W
11 December 1944	Lat. 16°37' N Long. 118°06' W	16°58.2' N 118°35.5' W	17°00' N 120°51.8' W
12 December 1944	Lat. 17°53.9' N Long. 123°49.8' W	18°08.6' N 124°49' W	18°27.5' N 126°41' W
13 December 1944	Lat. 18°55' N Long. 129°26.5' W	19°00' N 130°17' W	19°17.5' N 132°18.8' W
14 December 1944	Lat. 19°35' N Long. 134°57.6' W	19°35' N 136°00' W	19°58.8' N 137°39' W
15 December 1944	Lat. 20°25' N Long. 140°11.3' W	20°28' N 141°22.6' W	20°38' N 143°19' W
16 December 1944	Lat. 21°01' N Long. 146°14.7' W	20°59.3' N 146°47.5' W	20°55.3' N 148°45.2' W
17 December 1944	Conducting Circular Search in Crash Area		21°11.2' N 152°53.6' W
18 December 1944	Piloting	Piloting	

8. Upon arrival Pearl Harbor STARR reported to AdComPhibsPac for duty and further reported to Transport Division FORTY-FOUR, to which assigned.

9. From 18 to 25 December 1944 STARR was engaged in discharging cargo at docks; discharging being completed on 25 December, thereupon the vessel shifted berth to moor with Transport Division FORTY-FOUR in East Loch; shifting again on 30 December 1944 to a pier at West Loch to load cargo and remaining there through 31 December.


Frederick Oliver Goldsmith.

U. S. S. STARR (AKA 67)

c/o Fleet Post Office
San Francisco, California

RECEIVED S-C FILES

Room 2055

ROUTE TO: 03
30 November 1945.
28 DEC 1945

AKA67/A16-3/mm
Serial: 0248

CONFIDENTIAL
C-C-N-F-I-D-E-N-T-I-A-L

File No. A12-1/AXA67

Doc. No.

Copy No. 1 of 3

Reg. No. 750

From: The Commanding Officer.
To : The Chief of Naval Operations.
Subject: War Diary for Period 1 November 1945 to 30 November 1945.
Reference: (a) Cominch Serial 7152 of 29 October 1943.

1. On 1 November 1945 (ZD-9) steaming independently enroute to Bougainville in accordance with Port Director, Jinsen, Order #281315 of October 1945.

2. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
1 Nov. 1945 (ZD-9)	Lat.	26°49'N	26° 11'N	24° 57'N
	Long.	134°29'E	135° 21'E	137°09'E
2 Nov. 1945	Lat.	23°18'N	22° 15'N	20° 20'N
	Long.	139°55'E	140° 35'E	141° 29'E
3 Nov. 1945 (ZD-10)	Lat.	17°37'N	16° 44'N	14° 53'N
	Long.	142°35'E	143° 05'E	144° 12'E
4 Nov. 1945	Lat.	12°20'N	11° 26'N	09° 32'N
	Long.	146°02'E	146° 29'E	147° 18'E
5 Nov. 1945	Lat.	06°54.5'N	05° 56'N	04° 01'N
	Long.	148°42.2'E	149° 16'E	150° 12'E
6 Nov. 1945	Lat.	01°08'N	00° 00'	01° 52'S
	Long.	151°36'E	152° 08'E	153° 02'E
7 Nov. 1945 (ZD-11)	Lat.	04°38'S	05° 39'S	06° 39'S
	Long.	153°57'E	154° 51'E	154° 15'E
8 Nov. 1945	Piloting.			

3. On 4 November 1945 (ZD-10) at 0125 Guam Island, Marianas Group abeam at starboard at a distance of 13.2 miles.

4. On 5 November 1945 (ZD-10) at 0930 by order of the commanding officer 46.8 pounds of T.N.T. and 198 blasting caps were jettisoned. At 1100 in accordance with Bureau of Ordnance Circular Letter A-53-45 all emergency identification signals marked 1-2-3 and 4 were jettisoned.

154337

U. S. S. STARR (AKA 67)

c/o Fleet Post Office

San Francisco, California

AKA67/A16-3/mn

30 November 1945.

Serial: 0248

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Subject: War Diary for Period 1 November 1945 to 30 November 1945.

5. On 6 November 1945 (ZD-10) at 0800 commenced "Crossing the Line" ceremonies. At 1144 secured from "Crossing the Line" ceremonies. At 1208 crosses the equator.

6. On 8 November 1945 (ZD-11) at 1029 anchored off Cape Torokina in Empress Augusta Bay, Bougainville Island, Solomon Islands, reporting to Commanding Officer Rear Echelon Marine Air Group 25.

7. On 9 November 1945 (ZD-10) at 0600 commenced hoisting out boats. 0700 completed hoisting out boats. 0847 moored port side to pontoon dock, Cape Torokina, Empress Augusta Bay, Bougainville, Solomon Islands. At 1100 commenced embarking fifty (50) enlisted men and three (3) officers of the U.S. Marine Corps, Rear Echelon of Marine Air Group 25. At 1310 commenced loading cargo.

8. On 12 November 1945 (ZD-10) at 1505 completed loading cargo and embarking fifty (50) enlisted men and three (3) officers of the U.S. Marine Corps, Rear Echelon of Marine Air Group 25. At 1613 in accordance with Naval Control Service orders dated 12 November 1945 of the Royal Australian Navy, Torokina, Bougainville Island, Solomon Islands, got underway for Manus Island, Admiralty Islands, piloting all the way.

9. On 14 November 1945 (ZD-10) at 0846 moored to fuel dock, Seeadler Harbor, Los Negros Island, Admiralty Islands. At 1605 got underway from fuel dock and at 1624 anchored in berth 245, Seeadler Harbor, Manus Island, Admiralty Islands.

10. On 16 November 1945 (ZD-10) at 0804 got underway from anchorage and at 0824 moored port side to dock No. 8, Los Negros Island, Seeadler Harbor, Admiralty Islands. At 1400 commenced loading cargo. At 1920 commenced unloading certain vehicles being discharged at this port.

11. On 17 November 1945 (ZD-10) at 0700 completed unloading vehicles being discharged at this port.

12. On 20 November 1945 (ZD-10) at 1610 commenced embarking fifty (50) enlisted men and three (3) officers of Marine Wing Service Squadron One, First Marine Aircraft Wing, U.S. Marine Corps.

13. On 22 November 1945 (ZD-10) at 1130 completed embarking fifty (50) enlisted men and three (3) officers of Marine Wing Service Squadron One, First Marine Aircraft Wing, U.S. Marine Corps. At 2210 completed loading cargo.

U. S. S. STARR (AKA 67)

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San Francisco, California

30 November 1945

AKA67/A16-2/mn

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Subject: War Diary for Period 1 November 1945 to 30 November 1945.

14. On 23 November 1945 (ZD-10) at 0752 got underway from pier 8 and at 0957 moored port side to west side of Murzim Dock, Seeadler Harbor, Manus Island, Admiralty Islands.

15. On 24 November 1945 (ZD-10) at 1033 underway for Guiuan, Samar, P.I. in obedience to Operations Office, Navy 3205, movement order No. 1948-45 of 23 November 1945, made in accordance with U.S.S. STARR's Despatch dated 190047 November 1945 and Com7thPhibs despatch dated 191559 November 1945.

16. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
24 Nov. 1945 (ZD-10)	Lat. Long.		Piloting.	00° 33'S 143° 26'E
25 Nov. 1945	Lat. Long.	01° 07'N 142° 50'E	01° 40'N 141° 54'E	02° 49'N 139° 46'E
26 Nov. 1945 (ZD-9)	Lat. Long.	04° 23'N 136° 56'E	04° 47'N 136° 27'E	05° 48'N 134° 34'E
27 Nov. 1945	Lat. Long.	07° 16'N 132° 04'E	07° 50'N 131° 12'E	08° 50'N 129° 23'E
28 Nov. 1945	Lat. Long.	10° 25'N 126° 30'E	Piloting.	

17. On 28 November 1945 (ZD-9) at 1346 anchored in Berth B-1, Guiuan Roadstead, Guiuan, Samar, P.I. for provisioning and securing personnel replacements.

18. On 30 November 1945 (ZD-9) at 0651 underway for Tsingtao, China in accordance with Port Director, Navy 3149, order No. 646 of 29 November 1945 made in conformance with U.S.S. STARR's despatch dated 190047 November 1945 and Com7thPhibs despatch dated 191559 of November 1945.

19. The navigational positions during passage were as follows:

<u>DATE</u>		<u>0800</u>	<u>1200</u>	<u>2000</u>
30 Nov. 1945 (ZD-9)	Lat. Long.	Piloting.	11° 35'N 126° 13'E	12° 53'N 126° 29'E

U. S. S. STARR (AKA 67)

c/o Fleet Post Office

San Francisco, California

AKA67/A16-2/mn

Serial: 0248

30 November 1945.

CONFIDENTIAL

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

Subject: War Diary for Period 1 November to 30 November 1945.

Harold A. Moody Jr.
HAROLD A. MOODY JR.

CC: CinCPac.

U. S. S. STARR (AKA 67)
c/o Fleet Post Office
San Francisco, California



AKA67/A8-2
Serial: 312

7 December 1945

From: The Commanding Officer.
To: The Secretary of the Navy, (Director Public Information)
Subject: Material, Public Information.
Reference: (a) ALPAC 318-45
Enclosures: (A) Ship's History.
(B) Supplement to Ship's History.
(C) List of Successive Commanding Officers.

1. In compliance with reference (a) the enclosed material has been released for public information purposes.


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158530

U S S

STARR

A K A 6 7

US NAVY PUBLIC INFORMATION RELEASE

A SHORT BIOGRAPHY
OF THE
U.S.S. STARR (AKA 67)

The U.S.S. STARR (AKA 67), namesake of Starr County, Texas, was launched on August 18, 1944 at the yards of the North Carolina Shipbuilding Company, Wilmington, North Carolina. She has a Maritime Commission C-2 hull, and was, as many of her type are, assigned to the Navy for cargo and other auxiliary purposes. Her hull was outfitted at Wilmington, N.C., and upon completion of all engine installations she was sailed by a special Navy ferry crew down to Charleston, S.C. where the Navy informally accepted her and proceeded with the job of converting her to its own use. This consisted mainly in the installation of the Starr's battle accoutrement: her 20MM and 40MM guns; her one five-inch gun mounted on the fan tail; her radar and other special electronic gear.

The Navy and the Starr's first captain, Commander Frederick Oliver Goldsmith, USN, formally accepted the ship on the twenty-first day of October 1944, the day of the commissioning. There was a ceremony on No. 3 hatch forward of the superstructure and the commissioning pennant was flown from the mainmast. The Starr was officially born.

By the thirty-first of October, which terminated her ten-day commissioning period, she had taken on ammunition for her guns, had been depermed, had calibrated her compass, had acquired a complete set of landing craft together with amphibious ambitions and otherwise completed all the hundreds of small details a ship must complete before it is ready for the sea. She sailed out of Charleston October 31 headed for her shakedown in Chesapeake Bay.

The most of the month of November was a busy one for the Starr. She

made two shakedown cruises to determine her behavior characteristics and those of her officers and crew, about seventy-five percent of whom were green. She then loaded cargo in Norfolk, Virginia and embarked a few troops. By November 26 the crew had had their last 48-hour leaves in the States. On the morning of November 27 the Starr, in company with another AKA and an escort vessel, sailed from Norfolk for a secret destination. The Starr was on her way to war.

December 4 found an unsurprised crew and ship on the Atlantic side of the Panama Canal. Increasingly hot weather and a southerly course could not long keep a secret: the Starr was Pacific bound, which could mean only one thing to the men aboard her -- Pearl Harbor. The next day at Balboa on the Pacific side of the canal, the Starr received a sudden change of orders and, instead of laying over at Balboa, sailed alone into the vast Pacific.

The journey from Panama to Pearl Harbor absorbed nearly two weeks' time. The Starr reported into Pearl Harbor on December 18 and proceeded to discharge her cargo and disembark the few troops aboard her. She then moored out in the harbor and began to wait for further assignment. Christmas came and went for the partially homesick and now only partially green crew: there was too much work to be done still for the crew to have much time for longing for home and thirteen days alone on the open Pacific had salted the men down somewhat. The only celebration observed at Christmas was a mammoth turkey dinner complete with trimmings; and liberty, of course, in Honolulu which meant a bottle of beer, at least.

New Year's Day and 1945 arrived bringing a new chapter to the Starr's war diary. She loaded eight-inch ammunition, something her one five-inch gun could not stomach. Then she pulled out of Pearl, still empty except

for the new ammunition, for an unofficial rehearsal. This began to look like serious weather ahead. The rehearsal was of an amphibious nature, calling for the making of mock invasion landings. Such landings involve a lot of training for the men who handle the landing craft, putting them over the side, manning them, running their respective waves into the beach, returning and hoisting them back aboard. The rehearsal lasted three days.

When the Starr returned to Honolulu she embarked SeaBee personnel and then on the sixth of January, still unloaded, set out for another amphibious rehearsal, this time official. Three days later she pulled in at Kahului Harbor on the island of Maui to take on her first combat cargo.

At the sight of the combat cargo, rumors started flying. Every member of the crew had his own inside dope on where and what time the invasion would take place, the mission for which they had been training. More SeaBees were embarked at Maui and when loading was completed, there was still another rehearsal. The Navy was not taking any chances with a green crew and a green ship. This was a dress rehearsal and the last.

On January 27 the Starr joined a large convoy and sailed westward still knowing neither destination nor destiny. She could have had a good idea, however, when several days later Tokyo Rose announced glibly that the Americans were next going to invade Iwo Jima; but since the information had come from Tokyo Rose, it was laughed at and overlooked.

Her information was further ignored when the convoy arrived at Eniwetok February 5 and seemed to settle down there. The settlement was false, however. February 7 saw the large group of ships headed for Saipan. Maybe Tokyo Rose was right after all.

Saipan seemed to be the rendezvous for all the large troop transports convoys such as that to which the Starr belonged. The harbor was jammed

with a collection of ships (and targets) a Jap's ancestors would pray for. The first B-29 Jap home island raids had begun and the Starr, still innocent of war, watched their coming and going for five days. Then her turn came. Most of Saipan harbor was empty February 16.

It was six A.M., February 19, a cold drizzly gray morning. The crew and troops had been up several hours making the last preparations for putting the boats over the side. The training of several months would soon show its value. Tokyo Rose had already shown hers: the convoys lay in heavy swells off Iwo Jima. Word had been passed shortly after the convoy left Saipan that Iwo was its destination, and the days during the passage had been active ones, filled with last minute preparations in all departments from communications to engineering. And of course the crews of the landing craft had to be briefed on beaches and beach conditions. At six-forty the boats were lowered away and the Starr was conducting her part of the war against Japan.

She did more than lower boats, however, for she had her boats had multiple assignments. She was a receiving ship for the wounded; an ammunition ship for the cruiser Salt Lake City; her boats carried troops from other ships in the first waves to hit the beaches; and she had a priority cargo which was to be delivered only when asked for and then as quickly as possible. She stood by waiting to unload until February 26, when word was received to begin discharging. The Starr's combat cargo consisted almost entirely of vehicles: trucks, bulldozers, refrigerator trailers, concrete mixers, trailer mounted radio stations were among the assorted items necessary for the construction and maintenance of a base on Iwo Jima. The unloading was completed March 5 and the Starr once more got underway, her first mission accomplished without a single casualty.

to her personnel. She herself had been damaged by the cruiser, which while tied alongside, had, due to heavy swells, battered her starboard side below the waterline, causing the welded seams to sweat.

From Iwo Jima the Starr sailed to Leyte in the Philippine Islands. There she received temporary repairs and the news that she was scheduled for another invasion -- again a mystery, but this time not such an exciting one. Her crew were beginning to be salty about invasions. They watched the combat cargo come aboard with less interest than previously shown. The loading consumed the time from March 9 to March 27 when, again in convoy, the Starr left Leyte Gulf behind to go take another crack at the Japs.

Easter Sunday, Okinawa and April Fool's Day have one thing in common: they came on the same day in 1945 -- April 1 as one might expect. As at Iwo Jima six A.M. was again the hour to start activity. The first boat hit the water at six-fifteen, and it and those that followed joined their prearranged waves for hitting the Okinawa beaches. Not as at Iwo Jima the Starr commenced immediate unloading of her cargo, which again consisted of vehicles, but this time of a more warlike sort, considerable armament being among them.

The Starr had been at Okinawa nine days, coming through a great many air raids grayer perhaps around the temples, but unscathed. So far it was an easy invasion. Easy, that is, until four-twenty A.M. on April 9, when she was rocked from stem to stern by a tremendous explosion. The first radio transmission stated the belief that the cause was a torpedo. It was not long, however, even in the moonless dark of the night, before the cause of the attempt on the Starr's life was ascertained to be a Jap suicide boat. Fortunately for all aboard her and for her hull the damage

was not great, personnel casualties being light. How had the Starr been so lucky? The honorable Japanese who were giving their lives to their Emperor changed their minds and left the boat before it found its mark. The result was it contacted some of the Starr's landing craft moored alongside before it contacted the Starr. The explosion was premature and far enough removed from the side of the ship that the water absorbed the shock. The Japs were shot in the water as they attempted to swim to safety. The men on watch in the boats were knocked out by the explosion and sustained minor injuries. The strangest part of the incident was that most of the boat carrying the depth charge (with which the Starr was to have been sunk) landed in pieces in the small craft alongside. The engine was recovered from an LCM as were the rudder, screw and various non-metal parts including most of the bow. Another strange element was the discovery, on the Starr's flying bridge many feet above the water, of a box wrapped in cloth with Jap characters printed on it which contained a dried fish and two large net sacks of biscuits. The Japs apparently intended to take only lodging wherever they went and supply their own board. This was the Starr's only contact with the Japs. The next day she left Okinawa.

The convoy the Starr sailed with headed for Guam, but upon arrival immediately turned and headed for Pearl Harbor, leaving only part of the convoy behind. They arrived at Pearl Harbor on April 26 three months after she had sailed into the frontier Pacific. There she received the good news that she was returning to the States for repairs to her hull.

She sailed from Pearl with a jubilant crew on April 28 and arrived at San Pedro Bay, California, on May 5 where repairs were begun immediately. There her captain was transferred and the Starr's Executive Officer, Lieut. Commander Harold A. Moody, Jr., USNR, took over the command.

The visit in the States was a sailor's idea of heaven. Leave for the crew was begun immediately and by the time repairs were completed and the Starr was once more underway for a shakedown on the fifth of June, the crew had had eleven days shore leave, many having flown to the East Coast to visit their families.

The post-repair shakedown was followed by an amphibious rehearsal similar to those held in and among the Hawaiian Islands at the beginning of the year. This was a refresher course, so to speak, and talk ran high among the crew that this time the Jap home islands would be the objective. They know now how nearly right they were, although the cargo the Starr picked up at San Francisco looked more like a tanker's than a combat vessel's.

The cargo was destined for Guam, so Guam it was non-stop, the Starr completing the trip between June 24 and July 11. She unloaded the cargo, which was B-29 liquid diet, and sailed back to Pearl Harbor on July 20 to pick up more Guam-destined cargo.

The passage back to Guam from Pearl was the most memorable the Starr has made, and will be until she sails for the States for the last time. Still several days out of Guam, the news of the war's end broke and set the ship on her fan tail. Her whistle blow, there was cheering above and below decks and August 15, the unofficial V-J Day, saw an enormous banquet surpassing any banquet yet seen to emerge from the Starr's galley, with printed V-J Day menus and cigars. The next few days saw the pace of celebration maintained with the announcement of the point system and the frenzied mathematics that followed the announcement. Some of the crew were eligible for discharge and upon arrival at Guam were transferred, to make the trip back to the States and their former lives.

When the Starr had once again discharged cargo at Guam she was dispatched to Leyte the second of September where she again joined a combat group and, loading at Iloilo on Panay Island sailed in convoy for Korea to carry out the post-war occupation of that country. The convoy arrived in Korea September 22 and commenced unloading cargo and troops the following day. That much of the original plan for the invasion of Japan she was involved in. Her crew's guesses were not far wrong.

U.S.S. STARR (AKA 67)
FPO SAN FRANCISCO CALIF

Master roll of those men who were on board before 2 September 1945
In compliance with Alpac 270.

ABBAN, F.J.	F1c	40 Norton St. Dorchester, Mass.
ADAMS JR. C.J.	S1c	1310 Kenney St. Reading, Pa.
ADAMS, H.K.	SK2c	511 N. Kedrick St. Glendine, Mont.
ALLEN, H.C.	GM3c	Lumberport, W. Va.
ALEXION, C.	SSHL2c	2 Esten st. Providence, R.I.
ALLISON, E.W.	S1c	26th and Penrose St Philadelphia, Pa.
ANTON, J.J.	S1c	26th and Penrose St. Philadelphia, Pa.
BAKER, F.E.	Cox.	Swan Lake, Ky.
BENNETT, R.N.H.	MoH11c	320 C&A Blvd, Ave, Trenton, N.J.
BOLLES, E.S.	SSHL3c	1324 Hill Ave. Gadsden, Ala.
BRAA, L.N.	MoH12c	Fredrick, S.D.
BRADFORD, L.	Ck2c	Rt.4 Box 104 Shreveport, La.
BREEN, J.R.	MoH13c	R.FD #3 Miltonvale. Kansas.
BRIGHT, C.F.	PH13c	Goodrich, Mich
BROWN, "J". "D".	W.F3c	2017 Bayette Ave, Birmingham, Ala.
BROWN, R.O.	MoH12c	Cicero, Ind.
BURBANK, C.J.	S2c	1125 42nd Rd. Long Island City, NY.
BURTON, R.C.	MoH13c	303 South Maple Frankfort, Kansas.
CALVI, R.C.	SM11c	304 West "C" St. Iron Mountain, Mich.
CAMPBELL, J.D.	Cox	14579 Elderwood Ave, E. Cleveland, Ohio
CAPPADONIA, P.S.	S1c	50 Ann St. Passaic, N.J.
CASE, C.D.	S1c	Clear City, MO.
CHENEY, J.L.	SFLq	Roidsville, Ga.
CHILDS, JR. G.F.	CGH	Route 2 Polhan, Ga.
CHRYSOGELOS, R.(n)	SM2c	105 Hamilton St. Albany, NY
CLEMENTS, C.B.	Cox	Rt#1 West Terre Haute, Ind.
COHEN, M.	PH1c	1907 60th St. Brooklyn, NY
COLEMAN, N.W.	Cox	1536 Buckingham Drive Mt. Clemens, Mich.
COX, JR. G.	MoH13c	1114 Van Buren St. Centerville, Iowa.
CRAIG, S.S.	F1c	RFD #1 Windsor, Vermont
CRANDALL, K.W.	SM3 c	685 Oberlin Ave Berkeley, Calif.
CROSBY, W.J.	SSHL2c	633 E. 8th Ave Tarentum, Pa.
CORWELL, J.F.	SM #c	111 Clay St. Central Falls, R.I.
CROWELL, JR. H.J.	SM3c	111 Clay St. Central Falls. R.I.
CUTCHER, O.S.	SH1c	1504 Liberty Ave. Toledo Ohio
DAVIES, C.H.	SM3c	553 Sherman Ave Sharon, Pa.
DAROS, G.L.	M12c	Croton Falls, NY
DAVIS, D.	Cox	1721 E. Western Ave Dayton, Ohio.
DAVIS, J.L.	Cox.	309 E. 3rd Ave St. Joseph, Mo.
DAVIS, H.S.	BM1c	Fort D... Russell Harfs, Texas
DICKERSON, JR. W.P.	SP2c	433 S. Furrow St Baltimore, Md.
DEGENERES, E.E.	Y2c	5416 Vicksburg St, New Orleans, La.
DUNHOCK, L.F.	MaH12c 2	2419 1/2 S. Hoover St. Los Angeles, Calif
DUVENHAY, J.E.	SM3c	310 Madison St. Potosky, Mich.
ELAM, C.L.	SM3c	1120 McKee St. Centralia, Ill.
ELLERBE, H.	STM1c	2456 N. 17th St. Philadelphia, Pa.
ELMI, J.	MoH12c	800 5th St. S.E. Minneapolis, Minn.
FIRESTONE, J.R.	SM2c	Route 1 Conway, Ark.
FITCH, R.A.	Cox	1605 22nd St. Des Moines, Iowa.
FLEETING, G.A.	S1c	Route 2 Centigo, Wisc.
FLETCHER, R.FL	S1c	609 Columbia Ave. Fostoria, Ohio
FORREST, J.L.	S1c	1007 S. Colloge Springfield, Ill.
FRANCH, C.E.	SF3c	822 North "C" St. Arkansas City, Kansas
FRAZIER, E.V.	Cox	3747 Gate Brillianto, St. Louis, Mo.
GATNER, R.	ST3c	1737 B. NW 2nd Ct. Miami, Fla.
GAGE, JR. C.H.	EM1c	2252 Nebraska Ave. St. Louis, MO.
GALLACHER, C.A.	Cox	RFD #1 Alpha, N.J.
GLASGOW, BILL	ML1c	Route 2 Vernon, Ala.
GRIFFITH, H.L.	EM3c	RFD#1 Stoncy Crook Pa.
GURTIZ, R.E.	SK3c	1544 N. 40th Ave. Stone Park, Ill.

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GUY, C.T.	F1c	Rt. 3 Box 144C Portsmouth, Va.
HARSHBARGER, G.E.	S1c	517 S. 15th St. Mt. Vernon, Ill.
HARTER, M.W.	S1c	Cherry St. Now Madison, Ohio
HASKINS, Jr. F.H.	Bm2c	P.O. Box 155 Oakdale, La.
HEARING, J.H.	C111	451 Grand St. Hamonton, N.J.
HEGER, G.N.	HoM13c	Olivo St. Crovo Cobur, Missouri
HENDRICK, J.C.	S1c	115 5th Ave. Quincy, Mass.
HICKLEY, E.A.	S1c	P.O. Cozadale, Ohio
HINNEBAUGH, R.L.	S1c	Perishing, Ind.
HRYSZKO, J.	M2c	330 N. 8th St. Allentown, Pa.
HUBER, J.L.	EM2c	228 E. Ridge St. Crown Point, Ind.
JACKSON, R.E.	Qm2c	1421 Massachusetts Ave. Washington, D.C.
JENNIGAN, W.F.	ST11c	Rt. 1 Box 187 Bbthany, La.
JOHNSON, C.C.	EM2c	Box 26 West Terre Haute, Ind.
JOHNSON, J.E.	HoM12c	604 East Ave. Baxter Springs, Kansas
JOHNSON, J.S.	SM3c	Rt. 4 Gainesboro, Tenn.
JONES, R.M.	HoM12c	Wymore, Nebraska
JOOST, L.B.	Cox	683 Huntington Ave. Providence, R.I.
KAHNBRENNER, D.	S1c	Route 3 Box 190 Poplar Bluff, Mo.
KELMER, P.H.	Bm2c	Perrysville, Ind.
KEMEL, C.G.	RM 2c	1425 89th W. Duluth, Minn.
KIHN, R.L.	Bkr2c	2775 N. 33rd. St. Milwaukee, Wis.
KING, J.B.	Cox	Burnsville, N.C.
KLORRES, JR. F.A.	F1c	214 Lenox St. Houston, Texas
KOZLATEK, L.E.	F1c	4505 Woth St. Philadelphia, Pa.
KROGHAN, H.J.	S1c	Novon, S.D.
LADA, T.A.	EM2c	3053 N. Orianno St. Philadelphia, Pa.
LACHER, J.H.	S1c	538 E. 14th St. Erie, Pa.
LAVELLE, H.M.	S1c	125 Bedford Ave. Brooklyn, N.Y.
LAROCCA, S.I.	EM2c	973 Second Ave. New Kensington, Pa.
LEMBUEX, G.O.	Cox	359 Kevoy St. Manchester, N.H.
LEVINE, D.	ST11c	617, 12th St. New York, N.Y.
LOBERT, A.	S1c	3726 93rd. Jackson Heights, N.Y.
LONG, W.R.	SG3c	3534 Welsh Rd. Philadelphia, Pa.
MALLOY, J.C.	Cox	25214 1st St. Roseville, Mich.
MARHENG, G.I.	Cox	309 St. 1st St. Rocky Mount, N.C.
MASSEY, J.O.	RDM13c	722 N. Fourth Ave. Rome, Ga.
MASSUTO, E.E.	S1c	206 Oak st. Dummoro, Pa.
MC BRIDE K.W.	Cox	824 Holdredge Plattsmouth, Mo.
MC CLAIN, H.D.	S1c	Box 277. West Liberty, Ohio
MCDUGAL, J.J.	S1c	156 E. State St. Ithaca, N.Y.
MC CONNELL, L.W.	S1c	1276 Monodle Ave. Akron, Ohio
MC ELDUFF, P.J.	S1c	26 Oak St. Beacon, N.Y.
MC FEELEY, F.J.	RDM13c	300 Woodlawn Ave. Collingdale, N.Y.
MC GRATH, W.J.	RDM13c	53 King St. Northampton, Mass.
MC KIBNEY, H.L.	BM2c	308 W. Anderson Aurora, Missouri
MC LULLIN, H.N.	WT2c	Route 1 Box 538 South Jacksonville, Fla.
MC MUTT, V.W.	S1c	Tollesboro, W.V.
MILLER, B.L.	D3c	RFD # 4 Box 75 Springfield, Miss.
MOODY, W.V.	F1c	48 Wavoland Ave. Johnston, R.I.
MOORE, P.L.	SH 3c	Box #173 Atwood, Okla.
MORRISSEY, T.P.	S1c	R # 1 Deland, Ill.
MOULDS, H.D.	RM2c	RDF # 1 Lake City, Iowa
MOULTON, A.A.	RDM3c	16 Roycroft Rd. Raabody, Mass.
MYERS, R.P.	F1c	320 E. Lally St. Ft. Des Moines, Iowa
NAPIER, F.	GM3c	Dulan, Ky.
NAVARRO, JR. A.V.	MM3c	RT. 1 Box 154 a Yorba Linda, Calif.
NEESE, T.E.	S1c	Royal Rural Route Sholbysbillo, Tenn.
NEILL, R.F.	F1c	Lonc Jack, Missouri
NELSON, F.A.	Cox	Rt 4 Midland Mich.
NELSON, R.W.	EM2c	Dawson, Iowa

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NEWELL, R.L.	SC2c	1207 45th St. Parkersburg, W. Va.
NICKLASSNER, R.H.	RDM3c	1096 Eastman St. Zanesville, Ohio
NULL, R.W.	LM2c	408 Garden St. Belvedere, Ill.
O'DELL, T.T.	Gm3c	1362 W. 11th St. Romona, Calif.
PEARBODY, A.W.	RDM 3c	7 Lincoln St. Stotton, N.J.
PEARSON, A.W.	Slc	107 N. Pine St. Gibson City, ILL.
PEDINI, W.V.	Slc	Route #2 Daylight, Tenn.
PEERS, I.A.	RDM3c	119 Hampden Rd. Rochester, N.Y.
PERCE, W.A.	Slc	14 Piedmont St. Commerce, Ga.
PITCOCK, J.P.	EM3c	1424 S. Lyndon St. Tulsa, Okla
PLESEA, A.	EM1c	RR #2 Warren, Ohio.
PROCOBY, F.J.	Cox	221 Tolle St. Gary Ind.
RENIET, G.H.	Gm2c	7 Third St. Woodside, Greensville, S.C.
RUCKLIS, J.H.	Slc	Selma Ave Box 7349 Halothorpe, Md.
RAGLAND, C.B.	SK2c	Rt. 6 Manchester, Tenn
RING, R.R.	Slc	2698 Briggs Ave. Bronx, NY
RIVERS, C.W.	MoMM2c	122 East River St. Orange, Mass
ROBINSON, R.E.	Slc	711 N. Logan St. Lincoln, Ill.
ROSEBORO, W.H.	Cox	1705 N. 61st. St Philadelphia, Pa.
RUGGERO, C.V.	Cox	1030 E. 53th St. Kansas City, Missouri
SASS, E.M.	SKD1c	2504 Van Dyke Detroit, Mich
SANTNER, H.S.	PhM3c	333 E. 84th St. New York NY
SCHMADING, JR. J.P.	Slc	124 W. Miller Ave. Munhall, Pa.
SCHROEDER, JR. A.H.	Slc	203 E. White Ave. San Antonio, Texas
SCHULTZ, G.B.	EM3c	121 Lexington Ave. Maplewood, N.J.
SCHAFFER, E.C.	SF3c	832 Sylvan St. Camden, N.J.
SHEFFIELD, E.O.	Slc	141 Piedmont Ave. Col.Hghts. Petersburg, Va.
SHINE, R.V.	RDM3c	115 1/2 Parker St. Warren, pa.
SHARLOW, R.D.	Slc	126 N. Lakeside Dr. Michigan Center, Midd
SMITH, W.H.	Gm3c	Maine, NY.
SOGHOMONIAN, J.A.	SK3c	Rt. #1 Box 427 Fresno, Calif.
SOTTILE, C.J.	Bkr3c	239 Pine St. Johnston, Pa.
SPEKOPoulos, J.T.	Cox	1208 Spaight St. Madison, Wisc.
SPURLOCK, R.L.	FCR6c	Prestonburg, KY.
STEWART, A.M.	Y3c	701 1st Ave. West Point, Ga.
STEWART, E.D.	FC2c	15468 Decesta Ave. Detroit, Mich.
STRUBELL, R.D.	MM2c	444 Waterfield Ave. Hartford, Conn.
SUNDERS, W.F.	Slc	3904 Scyburn St. Detroit, Mich
SUTKOWSKI, S.J.	Slc	137 E. Saylors St. Atlas, Pa.
VIDISCHAK, H.	RM2c	Quinboro, Pa.
VENTRICE, F.N.	Cox	94 Irving St. Everett, Mass.
VON BARGEN, M.R.	Y3c	103 West 4th Ave, Wyoming, Ohio
WATKINS, J.A.	CK3c	910 Eighth Ave. Middletown, Ohio
WARNOLE, M.E.	MoMM3c	4319 a Randall Place St. Louis, Missouri
WILHELM, JR. L.C.	SSML3c	406 W. 10th St. Stuttgart, Ark.
WILSON, S.K.	EM3d	345 E. 2nd St. Salon, Ohio
WYNKOOP, J.F.	EM2c	3798 E. Green St. Pasadena, Calif
WYSOKENSKI, J.J.	EM3c	86 Mohr Ave. Buffalo, N.Y.
YOREO, R.K.	RM2c	18 Foley St. W. Hartford Conn.

U. S. S. STARR (AKA 67)

**c/o Fleet Post Office
San Francisco, California**

PUBLIC INFORMATION RELEASE

In compliance with ALPAC 318-45 the following information has been released for Public Information purposes.

List of Successive Commanding Officer during the war period of the U.S.S. STARR (AKA 67).

FREDRICK OLIVER GOLDSMITH
COMMANDER U.S.N.

HOME ADDRESS:

27 TRODD STREET
CHARLESTON, SOUTH CAROLINA

RELIEVED BY:

HAROLD ABRAM MOODY Jr.
LIEUTENANT COMMANDER U.S.N.R.

HOME ADDRESS:

329 KENWOOD AVENUE
DELMAR, NEW YORK

U.S.S. STARR (AKA 67)
c/o Fleet Post Office
San Francisco, Calif.

AKA67/A16-3
Serial No: 00247

9 April 1945.

SECRET

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Via : (1) Commander Task Force FIFTY-FIVE.
(2) Commander Task Force FIFTY-ONE.
(3) Commander in Chief, U. S. Pacific Fleet.
Subject: U.S.S. STARR - Japanese Suicide Boat attack on.

1. At 0420, 9 April, one hour and fifty-three minutes before sunrise, while anchored in fifty fathoms of water; bearing 020°, eight miles from Sakihara Saki Light, Okinawa; the STARR was the object of an attack by a Japanese suicide boat carrying explosives.

2. The shock of the explosion of the suicide boat some twenty feet off the starboard beam amidships broke some one hundred and fifty electric light bulbs; threw out all circuit breakers; brought down two radio antennae and cracked the engine mounts of four landing boats in the water nearby; but caused no structural damage to the hull of the STARR nor serious injuries to personnel; presumably due to premature firing of the explosive before contact was made with the ship's side.

3. The force of the explosion was considerable as indicated by objects being thrown as high as the flying bridge; and the complete engine of the suicide boat; the stern with rudder attached; part of the bow and one side; were thrown clear of the water and into two of the ship's landing boats which were moored to the STARR some thirty feet forward of the locality of the explosion.

4. The STARR's picket boat was on the opposite side in its circuit of the ship when the attack was made. A lookout reports that the suicide boat approached at high speed; only the bow wave could be seen; no noise of engine was heard, and the explosion occurred before he could warn the bridge on the telephone he was wearing. The crew apparently set the boat on a course and abandoned it some fifty or so yards from the STARR as shortly after the explosion two Japanese were discovered in the water near the anchor chain and hiding behind floating debris. After an exchange of shots with the STARR's picket boat they were killed; one presumably was an officer as indicated by a sword recovered from the body.

② 118814

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AKA67/A16-3
Serial No:

9 April 1945.

SECRET

Subject: U.S.S. STARR - Japanese Suicide Boat attack on.

5. Sufficient of the hull and other parts of the boat were recovered so that it could be photographed and established by a JICPOA Intelligence Team as one of the known types of Japanese suicide boats made of plywood; powered by a small automobile type engine and approximately eighteen feet long by five and one-half feet beam.

cc: ComTransDiv42

Frederick Oliver Goldsmith
FREDERICK OLIVER GOLDSMITH.

AMPHIBIOUS GROUP TWELVE

5016-45
1180
119

PhibGrp12/Al6-3

Serial: 0037

16 APR 1945

S-E-C-R-E-T

SECRET

FIRST ENDORSEMENT to
CO U.S.S. STARR Sec.
ltr. Al6-3 ser.00247
of 9 April 1945.

From: Commander Amphibious Group TWELVE.
To: Commander in Chief, U. S. Pacific Fleet.
Via: Commander Task Force FIFTY-ONE.
Subject: U.S.S. STARR - Japanese Suicide Boat attack on.
1. Forwarded.

M. N. Little
M. N. LITTLE
By direction.

5 710

ND

A/C-3/1 Apr

(4)

52523

OFFICE OF THE COMMANDER
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

CAF/AL6-3(3)

05/T1

Serial: 00178

11149

SECRET

APR 22 1945



SECOND ENDORSEMENT on
CO, USS STARR Secret
Ltr. AL6-3 Ser. 00247
of 9 April 1945.

From: Commander Amphibious Forces, U. S. Pacific Fleet.
To : Commander in Chief, United States Fleet.
Via : Commander in Chief, U. S. Pacific Fleet.

Subject: U.S.S. STARR - Japanese Suicide Boat attack on.

- 1. Forwarded.

W. C. MOTT,
By direction.

Copy to:
CO, USS STARR
ComFIFTHFleet

5 710

NO

4

Al6-3/Apr

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

5 710

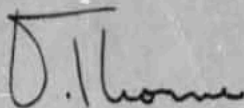
Serial: 005936

6 MAY 1945

~~SECRET~~

3rd Endorsement on
CO USS STARR (AKA67)
Sec ltr Al6-3 Serial
00247 of 9 April 1945.

From: Commander in Chief, U. S. Pacific Fleet and
Pacific Ocean Areas.
To: Chief of Naval Operations.
Subject: U.S.S. STARR - Japanese Suicide Boat attack on.
1. Forwarded.



G. L. THORNE
By Direction

1945 MAY 10 15 49

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

RECEIVED S.P. FILES

Cominch Room 2055

MAY 10 9 MAY 1945
File No. (cc) Al6-3(8)/AKA67
copy No. 1 of 2
tr. No. 52420

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W

AKA67/A16-3
Serial No: 0217

U.S.S. STARR (AKA 67)
c/o Fleet Post Office
San Francisco, California.

CONFIDENTIAL

12 April 1945

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

Via : (1) Commander Task Unit 55.2.3. (ComTransDiv42).
(2) Commander Task Group 55.2. (ComTransRon14).
(3) Commander Task Force 55. (ComPhibsGroup12).
(4) Commander Task Force 51. (ComPhibsPac).
(5) Commander FIFTH Fleet.
(6) Commander in Chief, U. S. Pacific Fleet.

Subject: Action Report, Operation off OKINAWA - 1 April 1945 to
10 April 1945.

Reference: (a) Arts. 712 and 874, U. S. Navy Regulations, 1920.
(b) PacFltConf. C/L 1CL-45.

Enclosure: (A) Report of Gunnery Officer, U.S.S. STARR. p. 11
(B) Report of Boat Group Commander, U.S.S. STARR. p. 13
(C) Personnel Casualty Report. p. 16
(D) Movement Diagram. p. 17

Part I

BRIEF SUMMARY

The Transport Divisions stood in on easterly courses toward the west central coast of OKINAWA during darkness of the morning of 1 April 1945, and upon arrival in the Outer Transport Area at daylight, commenced launching boats for the attack. The first boat from the STARR was waterborne at 0615; the vessel then being in its assigned station in Outer Transport Area EASY, and the fifth ship in the right hand column of Transport Squadron FOURTEEN, in cruising formation 2T. Until 1505, the same day, the STARR lay to on station dispatching DUKWs which constituted a part of assault wave EIGHT, and boats to other vessels as assigned for assault purposes. At 1505 this vessel proceeded with Transport Division FORTYTWO, to which assigned, to Inner Transport Area EASY, anchored, and commenced general unloading; unloading being interrupted at sunset as an air attack became imminent; the STARR then proceeding with designated units for night retirement.

On 2 April the STARR returned to Inner Transport Area EASY; anchored and resumed unloading operations, being interrupted again that evening when an air attack became imminent; whereupon the STARR shifted berths to an anchorage closer inshore in anticipation of night unloading; such unloading not materializing because the beach would not receive ship's boats due to darkness and surf.

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12 April 1945

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

On 3 April enemy aircraft appeared in the vicinity at 0030 and remained in the area until 0638; STARR proceeding shortly thereafter as ordered to assigned berth H-99 further inshore, and resumed unloading; such unloading continuing as boats and small craft were available until 7 April at 1900 when STARR shifted to berth H-157; continuing to unload as possible both day and night until 8 April at 1438 when all combat cargo was unloaded; the STARR then commenced loading empty powder cans from various designated units.

On 9 April at 0420 STARR was the object of an attack by a Japanese suicide boat which exploded prematurely some twenty (20) feet off the starboard side amidships and as a result caused only minor damage. Later in the morning of the same day STARR shifted to another designated berth, completing all loading of empty ammunition cans late that afternoon.

On 10 April, this vessel transferred boats and personnel as directed and took departure from OKINAWA as a part of Task Unit 51.29.12.

Part II

The STARR (AKA67) was assigned to Transport Division FORTY-TWO, Transport Squadron FOURTEEN, operating with Task Group 55.2 of Task Force 55, replacing the VIRGO (AKA20) in the original attack plan. The STARR did not participate in rehearsals carried out by Squadron FOURTEEN and Division FORTY-TWO in Leyte Gulf, as it arrived in the area on 9 March 1945; and the interval from that date until the day before departure was taken up by a period from 9 to 13 March during which ServRon TEN activities were effecting repair of topside and temporary repair of underwater damage incurred incident to assault operations at Iwo Jima; followed by a second period from 14 to 26 March when this vessel was engaged in combat loading for the forthcoming operation.

On 27 March 1945 the STARR got underway with Transport Division FORTY-TWO in cruising formation 3T. During passage through Leyte Gulf gunnery exercises and damage control problems were held.

At 1831 Task Group cleared Gulf; formed cruising formation 2T; setting course for OKINAWA ISLAND, NANSEI SHOTO; exercising at tactics and simulated suicide plane attacks enroute. The sky was overcast during entire passage necessitating navigation by dead reckoning; the proximity of several cyclonic storms causing deviations from prescribed track to reduce storm dangers to a minimum. Moderate gales, moderate sea with heavy swells were experienced enroute; moderating however while the Task Force was yet more than twenty-four (24) hours distant from OKINAWA so that on 1 April, during the early morning the Task Group to which the STARR was attached stood in to Outer Transport Area EASY and at daylight launched boats without difficulty from sea conditions.

12 April 1945.

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

The primary mission of this vessel was to deliver cargo and landing boats where needed and when needed.

The position, composition, and disposition of own forces at the outset of action is contained in ComTransGroup EASY's Annex DOG, to ComPhibsGroup 12 Operation Order No. A1202-45.

Air raid warnings were received on 1 April during night retirement and on 2,3,4,5,6,7,8,9, and 10 April while at anchor. Anti-aircraft action occurred at times in the vicinity as indicated by gunfire; but was at no time sufficiently close for this vessel's battery to participate.

Part III

Chronological Account (Using Zone Item, Minus Nine Time)

On 1 April at 0354 STARR set Condition I, enemy aircraft having been detected in the vicinity and at 0504 set Condition IA (boat handling) as transports approached outer transport area on easterly courses. At 0614 STARR lay to in Outer Transport Area EASY and commenced lowering DUKWs and boats; all craft being waterborne by 0654; boats being dispatched to various designated assault units, the DUKWs proceeding directly to beach as a part of assault wave EIGHT. At 0840 approximately 110 men of various anti-aircraft units were received aboard for temporary duty from the OXFORD and at 0900 boats commenced returning from their assigned trips. At 1505 vessels of task group were directed to move to an inshore transport area and at 1703 STARR anchored on previously designated station; thereafter commencing general unloading of cargo in accordance with orders of ComTransDiv; receiving LCT 901 alongside to port at 1748. At 1901 imminence of an air attack caused all cargo operations to cease and delayed scheduled night retirement. At 1935 STARR stood out with units of Transport Division 42 on southerly courses for night retirement; returning to transport area at 0827 the following day; enemy aircraft being present in the vicinity frequently during the night as indicated by gunfire but at too great a range to permit this vessel's battery to participate.

On 2 April at 0827, upon arrival in the inshore transport area, the STARR anchored and resumed general unloading using ship's boats; receiving a self-propelled barge alongside at 1030 to receive a Hanson Crane; barge casting off again at 1202. At 1525 LCT 901 came alongside starboard bow; casting off again at 1842 when the imminence of an air attack caused all cargo operations to cease; whereupon the STARR shifted to an anchorage further inshore in anticipation of night unloading; anchoring again at 1856. Word was received shortly thereafter that no small boats would be received on the beach due to surf and darkness.

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On 3 April at 0030 LSM 321 came alongside port quarter. At 0104 enemy aircraft were reported in the vicinity which caused unloading operations to cease until 0638 when enemy apparently retired or was driven off, having never actually attacked the transport area. At 0710 STARR proceeded inshore to assigned anchorage H-99 in accordance with orders of ComTransDiv; casting off LSM 321 and receiving her again on port quarter when STARR again anchored. At 0750 resumed unloading with ship's boats. At 1410 LSM 321 cast off and at 1655 LCT 1326 was received alongside to port. At sunset ship's boats were secured as no small boats were being received on the beach during darkness; unloading continuing to LCT 1326.

On 4 April at 0647 LCT 1326 cast off and unloading was discontinued awaiting assignment of other craft; the beaches being closed to ship's boats due to unfavorable conditions. At 1640 LCS(L) 37 came alongside port quarter to receive provisions and cast off again at 1804.

On 5 April at 0933 unloading was resumed when LST 669 came alongside to port; casting off again at 1916.

On 6 April STARR unloaded no cargo, as no transportation was available. During the day six air raid warnings were received; the enemy failing to penetrate screen with the exception of one raid when one Jap dive bomber was seen to crash in the transport area.

On 7 April at 0330 enemy aircraft again attempted to reach transport area, and at 0800 enemy was either driven off or destroyed. At 0915 LCS 114 came alongside to port to receive provisions and cast off again at 1145. At 1210 LST 733 came alongside to port to discharge empty powder cans to STARR, casting off again at 1845; the STARR proceeding at 1900 to berth H-157, anchoring in assigned berth at 1933, as an air raid warning was received, the alert lasting until 2109 whereupon unloading was resumed to ship's boats as available.

On 8 April at 1438 all combat cargo was discharged; the STARR continuing to load empty powder cans from various designated units.

On 9 April at 0420, under conditions of darkened ship and no moon, an enemy suicide boat attempted to ram the starboard side amidships, causing an explosion heavy enough to shake the ship; carry away radio antennae; temporarily throw out all light and power switches; break some 150 electric light bulbs and cracked the lower half of the gear casing on No. 1 main generator; but causing no apparent damage to the hull of the vessel; presumably because the explosion was premature and occurred some twenty feet off the side without making contact. Four men of the STARR's personnel who were in landing boats moored alongside suffered from blast concussion and shock; the engine bedplates of eight landing

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boats in the water in the vicinity were cracked by the shock; objects in the suicide boat were thrown as high as the flying bridge; and the complete engine plus parts of the side, stern with rudder attached and other items were later found in two of these landing boats which were moored some twenty or thirty feet forward of the place where the explosion apparently took place. Shortly thereafter two Japanese swimmers were detected around the bow and shot after an exchange of fire with the STARR's LCV(P) No.23, which was acting as picket boat; the bodies later being picked up by the ACHERNAR which was anchored 1000 yards or so away. One of these bodies was found to be equipped with a sword of the type worn by Japanese army officers and it is assumed that these two swimmers were the crew of the suicide boat. Fragments of the boat indicated that the hull was of light construction, approximately 18' long with a 5' beam; tapered bow and square stern, powered by a six-cylinder gas engine. At 0925 STARR shifted berth to H-183; anchoring again at 0939 and receiving an LST 1024 alongside to port at 1024 to discharge empty powder cans to this vessel; LST casting off again at 1635.

On 10 April at 0835, in accordance with orders of C.T.F. 55 and after transferring one officer and three men together with one LCV(P) to LST 1024 for further assignment; the STARR formed up with Task Unit 51.29.12 and at 1200 took departure from OKINAWA.

Part IV

ORDNANCE

See report of the Gunnery Officer, Enclosure (A).

Part V

BATTLE DAMAGE

No Battle Damage was sustained by this vessel.

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12 April 1945.

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

Part VI

A. SPECIAL COMMENTS AND INFORMATION

Amphibious Action

1. Troops and Cargo.

(a) Designation and number of troops embarked:

	<u>Officers</u>	<u>Enlisted</u>
Co. C, 321st Med.		1
Co. C, 321st Engineers		20
Hqtrs. Btry., 921st F.A.		5
Serv. Btry., 921st F.A.		6
Btry. A., 921st F.A.		5
Btry. B., 921st F.A.		4
Btry. C., 921st F.A.		3
Cannon Co., 383rd Inf.		4
Hqtrs. Co., 383rd Inf.		2
Service Co., 383rd Inf.	6	89
Btry. D., 485th A.A.A.	1	25
204th Port Co.		7
88th Chemical Mortar	1	34
Btry. C., 294th S.L.Bn.		28
Provisional Graves Reg.		15
474th Amphib. Tk. Co.	1	10
T.Q.M. Team	2	1
Co. C., 174th Engr.		30
Total	11	289

(b) The above officers and men were embarked at San Jose Beach, Leyte Island, P.I. on 21 March 1945.

(c) A total of 1937 tons of cargo was loaded at San Jose Beach, Leyte Island, P.I., between 15 - 21 March 1945, and consisted of the following:

103 vehicles; including 1/4, 3/4 and 2-1/2 ton trucks; 1/4 ton, 1 ton, M10, searchlight and power plant trailers; M29 cargo carriers; bulldozers; 40mm. guns; and M51 multi-mount .50 cal. machine guns.

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Weight of vehicles	559 tons
Rations	209 tons
Ammunition (all types)	278 tons
P.O.L.	278 tons
Signal	50 tons
Other bulk general cargo	472 tons (1613 drums)
Organizational equipment, ordnance, Q.M. Supplies, etc.	363 tons

(d) Loading:

Boating of cargo from the beach was accomplished through the use of LCV(P)s, LCMs and LCTs. Cargo was stowed in the holds by ship's company, augmented by 110 enlisted men of the U.S. Army from units that were later embarked. Approximately 75% of the total loaded cargo was handled with ship's gear rigged yard and stay, and remaining 25% rigged for heavy lift.

Palletized cargo was handled with wire straps. Double decked pallets were snaked into the wings. 4bbl. capacity chime hook slings were used for lifting drums, utilizing two when possible. The remaining bulk general cargo was loaded with nets.

2. Landing Craft:

See report of the Boat Group Commander, Enclosure (B).

3. Casualties:

See Personnel Casualty Report, Enclosure (C).

B. OTHER COMMENTS

1. Radar and Communication:

The SG radar was successfully used as an aid to navigation at the objective and for station keeping enroute. The SA radar was secured during operations in accordance with orders of Commander Task Force in order to reduce the amount of interference, the more powerful and more sensitive SC and SK radars were being subjected to by its use.

The material performance of the STARR's radio communications was completely satisfactory.

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2. Navigation:

No damage was incurred to, or any operational difficulties experienced, with any of the Navigation Equipment, apart from a gimbal ring on the port bridge wing pelorus that was broken from shock of explosion imparted by suicide boat; necessary repairs being accomplished by ship's force.

For diagram of ship's movements in transport area, see Enclosure (C).

3. Engineering:

All main propulsion machinery performed satisfactorily. Main plant was lit off during entire operation and ready to answer bells at all times. Steering engine was in operation at all times with the motor control connected to the wheel house.

At 0420, 9 April 1945 a violent external explosion occurred to starboard which caused the main circuit breaker on the main distribution board for #1 and #3 main generators, for the main lighting circuits and for the engine room power circuits to trip. The standby feed water and fuel oil service pumps were started and the exhaust from the generators was put to the atmosphere as all pumps on the main and auxiliary plant are electric driven. The main feed pump was secured as the deaerating tank went dry due to failure of the condensate pumps. At 0423 the electrician of the watch, after satisfied that everything was in order, cut #1 main generator in on the main distribution board and #3 was secured. Necessary pumps were started and at 0445 normal operation of the plant was resumed. The main turbines were inspected and tested satisfactorily.

As a result of the explosion the following damage was noted: (a) As of 10 April 1945, #1 main generator was secured due to excessive vibration and noises. External inspection revealed a crack in the lower half of the gear casing, and symptoms that the generator was out of alignment. (b) Other minor damages were within the ability of the ship's force to repair. (c) As of 12 April 1945 additional minor damages are being located and remedied.

The ship was not called upon to furnish fresh water, fuel oil or diesel oil to outside activities.

12 April 1945

Subject: Action Report, Operation off OKINAWA - 1 April 1945
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4. Supply:

Dry provisions, ship's store stock and clothing items were sufficient to meet the normal requirements of all small craft that came alongside. General stores, with the exception of such critical material as cordage, was sufficient to meet the demands of this vessel and those of landing craft. As before, canned fruits, fresh provisions, and bread were in greatest demand, and in most cases their requests could not be met. If properly stowed, a supply of boneless meats ample to meet usual requirements can be carried. This vessel loaded with lamb carcasses, beef in quarters, pork sides, etc., immediately prior to the operation. The refrigerated spaces are absolutely inadequate to carry fresh provisions for the number of troops assigned plus ship's company over any but the very shortest period of time.

5. Medical:

There were three Army patients, and four casualties to ship's personnel handled during this operation. Two Army cases handled were (1) Compound Fracture, Left Radius due to bullet wound and (2) Sprained Joint, Ankle. The four casualties to ship's personnel are adequately described in Enclosure (C). In comparison to previous operation engaged in by this vessel, the work of the Medical Department was extremely light. No remarks are considered necessary concerning casualty handling, supplies and hospital corps personnel.

6. Executive Officer's Report:

The Executive Officer's Report has not been included in that he has no matter to report which is not specifically included herewith. Authority: AlNav 207-44.

Part VII

Personnel Performance and Casualties:

During the operation, no other casualties occurred aboard this vessel other than those already reported on by the Medical Department in Enclosure (C) and paragraph 5 of Part VI.

All officers and enlisted personnel subordinate to my command constantly displayed initiative, resourcefulness and constancy of purpose throughout the operation.

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12 April 1945.

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

Part VIII

Lessons Learned:

That because of its low visibility and high speed characteristics; if the one which made an unsuccessful attack on the STARR is an example; Japanese suicide boats can apparently approach at low speed under the cover of darkness sufficiently close undetected to cover the remaining distance to the vessel concerned in a final high speed attack with very little chance of gun fire from the vessel or interception by its picket boat being effective in preventing the suicide boat from attaining its objective.

That ship's picket boats are an effective means of protecting an anchored vessel from enemy swimmers, drifting mines, and booby traps; but should be considered a possible deterrent only, insofar as suicide boat attacks, under conditions of darkness, are concerned.

Conclusions:

That the use of picket boats by a ship is a deterrent which may operate to cause hasty adjustments and faulty estimates of distance as possibly occurred in the case in question; as the explosion apparently took place prematurely about twenty feet off the ship's side.

That two picket boats will furnish the maximum deterrent effect with the minimum number of boats.

Recommendations:

That picket boats be furnished with readily operated spot lights.

That damage control type, battery operated, portable flood lanterns similar to stock number 17 L 7765 and more powerful than battle lanterns be furnished as a means of quick and readily directed illumination under the control of the Officer of the Deck for use on the bridge in connection with emergencies of this nature where installed searchlights lack the flexibility and direct control required or may be inoperative due to power failure as a result of explosion or shock.


FREDERICK OLIVER GOLDSMITH

CONFIDENTIAL

12 April 1945

From: Gunnery Officer.
To : Commanding Officer.

Subject: Report of Gunnery During Operation off Okinawa, Ryukyu Islands, 1 April - 10 April 1945.

1. During subject operation seven (7) enemy planes were sighted. No anti-aircraft firing was done by this ship since all enemy planes were shot down before coming within range of our guns. Small arms fire from .30 caliber rifles, shotguns, and Thompson sub machine guns were used against the personnel of a Japanese suicide boat that attacked this ship at 0420 on the morning of L plus eight. The following observations were made:

A. Ordnance material and equipment performed satisfactorily.

1. Ammunition expended:

25 rounds 00 gage shotgun ammunition.
152 rounds of .30 caliber rifle ammunition.
60 rounds of .45 caliber ammunition.

2. Fire discipline was very good.

3. On the afternoon of L plus five, seven (7) enemy planes were observed at various times attempting to enter Transport Area. All of these planes were shot down before coming within range of this ship. Two (2) planes were positively identified as "OSCARS", the other planes were too far away to make positive identification certain.

On the morning of L plus eight at approximately 0420 this ship was attacked by a Japanese suicide boat which approached undetected under the cover of darkness on the starboard side of this ship. This ship had four (4) LCM's and LCVP's tied up on the starboard side at the approximate spot where the suicide boat hit. The boat had apparently been set on a collision course and the two (2) men (Japanese) who manned this boat abandoned their craft before detonation took place. The charge in the suicide boat detonated with terrific concussion apparently before the suicide boat hit the ship or the landing craft in the water. It is believed the charge was fused and detonation occurred prematurely. The two (2) Japanese officers who manned the boat were spotted in the water on the port side of the ship and were shot with .30 caliber rifles, shotguns, and Thompson sub machine guns.

B. The Japanese suicide boat was approximately 18' long, constructed of thin three-ply plywood. The boat appeared to be approximately 5' wide, 3' deep, and was powered with a modified Chevrolet type motor of the year model 1930 or 1931. It appears that the main blasting charge used by this boat was fused for apparently the detonation took place when this boat was a short distance away from the LCM's and LCVP's on the starboard side of the ship. While the detonation was terrific the main force of the explosion was directed toward and absorbed in the destruction of the suicide boat itself, most of which was

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CONFIDENTIAL

Subject: Report of Gunnery During Operation at Okinawa,
Ryukyu Islands, 1 April - 10 April 1945.

blown into one of the LCM's tied alongside starboard side of the ship nearest the scene of the explosion. Four (4) men on watch in the boats were injured from the concussion of the explosion. No material damage resulted to the hull of this ship as a result of the attack.

C. The use of smoke was excellent during this operation. The three (3) Todd Model "E" generators located aboard this ship provided most satisfactory service. One (1) Besler Model 374 generator used in a smoke boat performed satisfactorily. Smoke boats used M4A2 smoke floats to good advantage.

R. FISHER

12 April 1945

From: Boat Group Commander.
To : The Commanding Officer.
Subject: Boat Report During Operation at Okinawa;
1 April 1945 - 9 April 1945.

1. D-DAY: Nineteen (19) boats were assigned to other ships for the initial landing, to return to the STARR after one trip. Three boats were assigned to this ship for use as smoke boat, picket boat, and messenger boat respectively. Two boats were used by the Boat Group Commander and his assistant as wave guides for wave eight (8)-the dukw wave for TransDiv 42. Boats were assigned to ships as follows:

5 LCVP's to U.S.S. EDGECOMBE
6 LCVP's to U.S.S. LATIMER
3 LCVP's to U.S.S. STARR
2 LCVP's For WAVE GUIDES (8th Wave)
5 LCM's to U.S.S. EDGECOMBE
1 LCM to U.S.S. LATIMER
2 LCM's to U.S.S. NESHIBA

2. The boats were dispatched according to schedule and all of them reached their destination on time. At the above listed ships the boats were loaded and formed waves in the initial assault for beaches White 3, Brown 3, and Brown 4.

3. Two of the ships boat officers were assigned as wave guides for assault waves leaving from the U.S.S. EDGECOMBE, The Boat Group Commander and Assistant Boat Group Commander led the eighth wave (dukw wave) to the beach. This wave was formed at the STARR before proceeding to the beach. The Boat Group Commander was ordered to report to the PC 1081 for duty after the eighth wave had hit the beach, and at H plus 5 he relieved the control officer for Brown beaches, who was ordered to the beach as TransDiv 42 beachmaster. The Assistant Boat Group Commander returned to the STARR to take charge of the boat group during the unloading phase.

4. Reef conditions were such that only boats with vehicles were able to hit the beach and then only at designated points. All other boats were unloaded at the line of transfer into LVT's and Dukws. Boats from the STARR returned to the ship at various times on the afternoon of D-Day and continued unloading until noon on D plus 2 when a priority was placed on ships boats from all APAs operating on Brown and White beaches.

5. On the afternoon of D plus 2 all LCM's were ordered to hit the reef by the squadron control officer. Due to heavy sea and high wind that came up, the LCM's were left, beyond salvage by boats, on the reef. Two LCM's from this ship were among the group. They remained on the beach, fully manned, until D plus 8, at which time

Subject: Boat Report During Operation at Okinawa;
1 April 1945 - 9 April 1945.

they were pushed off the beach by army bulldozers. The remainder of the boats were anchored approximately twenty-five yards seaward of the reef.

6. From D plus 2 until D plus 7 priority was such that the STARR was unable to unload any of her boats at the line of transfer. The boat officers and crew men did an excellent job of unloading them by hand into whatever lighterage they found afloat. The boats were completely unloaded on D plus 6. As the boats were unloaded they returned to the ship and were relieved when it was possible.

7. On D plus 7 Ensign A. E. Hancock, made three trips to the beach and arranged to have the STARR placed on the priority list of Brown beach 2. At 1800 that afternoon the STARR began again to unload cargo into her boats. The entire boat crew operated from the ship to the line of transfer until 1600 on D plus 8, at which time the ship was completely unloaded of cargo and troops.

BOAT CASUALTIES:

D-Day

LCM #5 Installed new ramp cable.
LCM #1 Installed oil cooler inlet lines in both engines.
LCM #2 Repaired ramp winch.
LCVP#17 Installed oil cooler lines.
LCVP#23 Freed-up clutch fingers, adjusted smoke generator.

D plus 1

LCM #5 Welded hole in side.
LCM #2 Put gasket in fresh water manifold.
LCVP#15 Installed rudder arm and propeller.
LCVP#10 Replaced shoe and rudder.
LCVP#24 Repaired rudder, cleaned salt water from transmission.
LCVP#17 Replaced clutch stop ring, replaced clutch linkage.
LCVP#20 Replaced rudder, patched hole in bottom.

D plus 2

LCVP#24 Installed rudder.
LCVP#15 Installed rudder, repaired rudder arm.

D plus 3

LCVP#20 Installed rudder, propeller, and cutless bearing.
LCVP#9 Changed propeller, plugged hole in bottom.

D plus 4

LCVP#18 Plugged hole in bottom.

Subject: Boat Report During Operation at Okinawa,
1 April 1945 - 9 April 1945.

D plus 5

LCVP#24 Replaced solenoid switch.
LCVP#9 Patched hole in side, replaced portion of the deck.
LCVP#13 Repaired bilge pump.
LCM#1 Changed Batteries, adjusted generator and starter. Changed propellers, stbd. rudder and shoe; and patched holes in side and bottom.
LCM #4 Changed drive shaft, cutless bearings, strut, and both propellers. Patched large hole in the side.

D plus 6

LCM #4 Patched two holes in port side, welded seven holes.
LCM #6 Changed sea water pump.

D plus 9

The explosion of a Jap suicide boat caused eight forward engine mounts to be broken and considerable damage to the ramp of an LCM.

CREW CASUALTIES:

On D plus 9 a Jap suicide boat exploded near the STARR. The engine and shaft and other parts of the boat came down in an LCM tied alongside the ship, causing injury to four of the crew. Injuries sustained were not fatal.

TRANSFER:

On D plus 9 the STARR transferred four LCM's to the LSD 4 for the Standard Landing Craft Unit 40, in accordance with the boat disposition table.

On D plus 9 the STARR transferred one officer and three men from the Boat Group in LCVP #16 to LST 1024, for temporary duty with the Boat Pool, in accordance with orders from Commander Task Force 55.

Robert B. Wallace

CONFIDENTIAL
AKA-67/A16-3/ghs
Serial: 78

U.S.S. STARR (AKA-67)
c/o Fleet Post Office
San Francisco, California

12 April 1945

From: The Medical Officer.
To : The Bureau of Medicine and Surgery.
Via : The Commanding Officer.
Subject: Casualties occurring during action ; report of.
Reference: (a) Manual of Medical Department, Paragraph 3518.
(b) Pacific Fleet Letter, 9L-44.

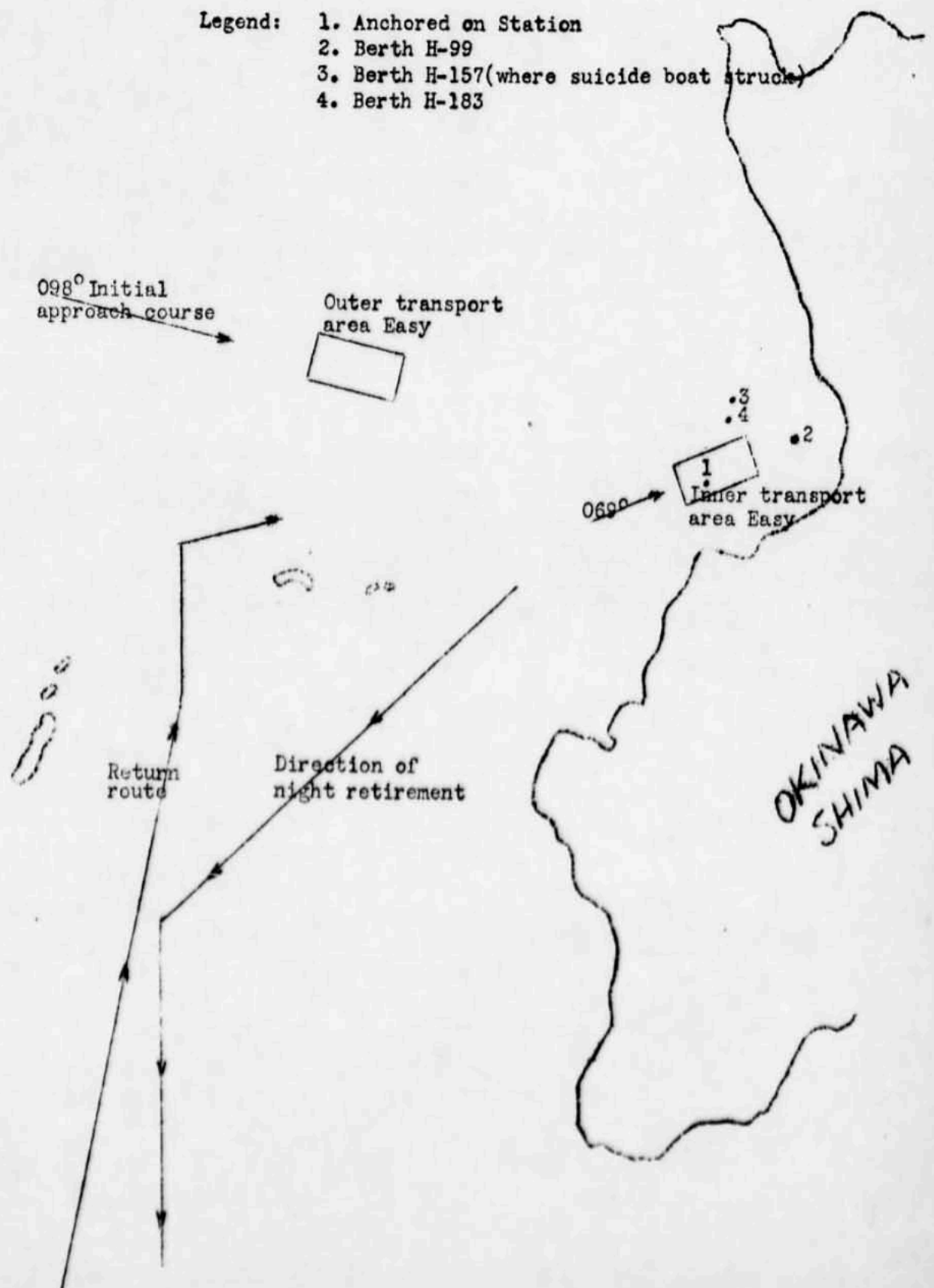
1. In accordance with references (a) and (b) the following report is hereby submitted relative to four injuries to personnel on board this vessel during landing operations on Okinawa. These casualties were due to enemy action.

- (a) FLETCHER, Russell Franklin, Slc USNR, 758 82 84, Blast Concussion, Atmospheric #2586; Contusion, Multiple #2512, by reason of Concurrent, Key Letter "K", due to explosion and fragmentation of enemy suicide boat.
Prognosis: Good.
Disposition: Retained on board.
-
- (b) FRAZIER, Everett Vurlan, Cox USNR, 874 30 95, Blast Concussion, Atmospheric #2586; Contusion, Multiple #2512, by reason of Concurrent, Key Letter, "K", due to explosion and fragmentation of enemy suicide boat.
Prognosis; Good.
Disposition: Retained on board.
-
- (c) MOORE, William Estle, MoMM3c USNR, 874 35 00, Blast concussion, Atmospheric #2586; Contusion, Multiple #2512, by reason of Concurrent, Key Letter "K", due to explosion and fragmentation of enemy suicide boat.
Prognosis: Good.
Disposition: Retained on board.
-
- (d) NORWICKI, Jerome Joseph, MoMM3c, USNR, 951 27 28, Blast Concussion #2586; Contusion, Multiple #2512, by reason of Concurrent, Key Letter "K", due to explosion and fragmentation of suicide boat.
Prognosis: Good.
Disposition: Retained on board.

H. B. TRACHTENBERG

ENCLOSURE (C)

- Legend:
- 1. Anchored on Station
 - 2. Berth H-99
 - 3. Berth H-157 (where suicide boat struck)
 - 4. Berth H-183



FE7-42/A16-3
Serial No. 030

COMMANDER TRANSPORT DIVISION FORTY-TWO
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

~~CONFIDENTIAL~~
CONFIDENTIAL

28 April 1945

FIRST ENDORSEMENT to C.O.
STARR conf. ltr. AKA67/A16-3,
serial 0217, dated 12 April
1945.

From: The Commander, Transport Division FORTY-TWO.
To: The Commander in Chief, United States Fleet.
Via: (1) Commander Task Group 55.2 (ComTransRon14)
(2) Commander Task Force 55 (ComPhibsGroup 12)
(3) Commander Task Force 51 (ComPhibsPac)
(4) Commander FIFTH Fleet
(5) Commander in Chief, U. S. Pacific Fleet.

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

1. Forwarded.

2. The U.S.S. STARR arrived LEYTE GULF from IWO, Volcano Islands after other vessels of this division were loaded and ready for training and participation in the OKINAWA Operation. The STARR was substituted for the U.S.S. VIRGO, not available.

3. The performance of the STARR was most creditably due in large part to the energy and resourcefulness of her commanding officer.

A. R. Mack
A. R. MACK

Copy to:
U.S.S. STARR

(4)

8 02540

18

1947

A16-3

UNITED STATES PACIFIC FLEET
TRANSPORT SQUADRON FOURTEEN

Serial 194

c/o Fleet Post Office,
San Francisco, Calif.
6 May, 1945

CONFIDENTIAL

SECOND ENDORSEMENT to
CO STARR conf. ltr. AKA67/A16-3,
serial 0217, dated 12 April 1945.

From: Commander Transport Squadron FOURTEEN.
To: The Commander in Chief, United States Fleet.
Via: (1) Commander Amphibious Group TWELVE (CTF 55).
(2) Commander Amphibious Forces, U.S. Pacific Fleet (CTF 51).
(3) Commander FIFTH Fleet.
(4) Commander in Chief, U.S. Pacific Fleet.
Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

1. Forwarded.

2. The Squadron Commander concurs in the remarks of The
Commander, Transport Division FORTY-TWO in paragraph 2 of first endorse-
ment.

3. As noted, the STARR was substituted at a late date for
the VIRGO, and reported directly from IWO JIMA where much structural
damage had been received. Tender availability on a "not to delay" basis
was granted immediately upon arrival at LEYTE, and loading and repair
work were carried on simultaneously.

4. *Frederick Oliver Goldsmith*
The Commanding Officer of the STARR is to be complimented
on the energy displayed both during the loading period and during the
time spent at the target area.

Copy to:
U.S.S. STARR



H. R. Shaw
H. R. SHAW,
By direction.

8 02540

3

19

1491

365

AMPHIBIOUS GROUP TWELVE

PhibGrp12/A16-3

Serial: 0256

17 JUL 1945

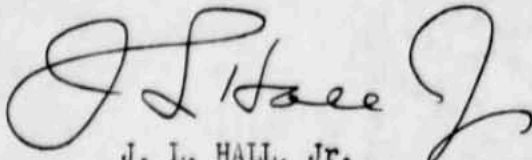
CONFIDENTIAL
C-O-N-F-I-D-E-N-T-I-A-L

THIRD ENDORSEMENT to:
CO STARR Conf. ltr.
AKA67/A16-3, ser. 0217
dated 12 April 1945.

From: Commander Amphibious Group TWELVE.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Forces, U. S. Pacific Fleet.
(2) Commander in Chief, U. S. Pacific Fleet.

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

- 1. Forwarded, concurring with second endorsement.


J. L. HALL, Jr.

Copy to:
ComTransRon 14.
CO, USS STARR



8 02540

2

20

REG. NO 71208
R. S. NO 8 02540
REG. SHEET NO 149

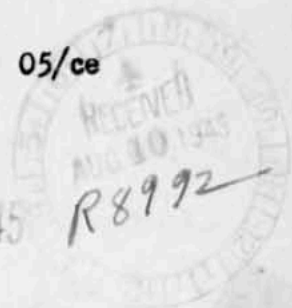
CAF/P16-3

OFFICE OF THE COMMANDER
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

05/ce

Serial: 01699

3 AUG 1945



CONFIDENTIAL

FOURTH ENDORSEMENT to
CO STARR Conf. ltr.
AKA67/A16-3, Serial
0217 of 12 April 1945.

From: Commander Amphibious Forces, U. S. Pacific Fleet.
To : Commander in Chief, United States Fleet.
Via : (1) Commander in Chief, U. S. Pacific Fleet.

Subject: Action Report, Operation off OKINAWA - 1 April 1945
to 10 April 1945.

1. Forwarded. Comments will be forwarded at a date if deemed advisable.

H. G. Heedy
H. G. HEEDY
By direction

Copy to:
CO, STARR

14 AUG 1945

5TH Endorsed

From: CinCPac
To: CominCh

1. Forwarded.

2. If comment is considered appropriate, it will be included in CinCPac's Monthly Report of Operations in the Pacific Ocean Areas for the month concerned.

L. Thorne
L. THORNE
By direction

CONFIDENTIAL

10 March 1945.

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : (1) Commander Task Unit 51.11.2 (ComTransDiv44).
(2) Commander Task Unit 51.11.1 (ComTransRon15).
(3) Commander Task Force 51 (ComPhibsPac).
(4) Commander FIFTH Fleet.
(5) Commander Amphibious Forces, U. S. Pacific Fleet.
(6) Commander in Chief, U. S. Pacific Fleet.
Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.
Reference: (a) Art. 712, 874, U. S. Navy Regulations, 1920.
(b) PacFltConf C/L 1CL-45.
Enclosure: ✓(A) Report of Gunnery Officer, P. 10
✓(B) Report of Boat Group Commander, U.S.S. STARR, P. 11
✓(C) Personnel Casualty Report, P. 15
✓(D) Movement Diagram, P. 16

3 05351

Part I

BRIEF SUMMARY

The Transport Divisions stood in on northwesterly courses toward the southeast coast of Iwo Jima during darkness of the morning of February 19, 1945, arriving in the transport area at daylight and commenced launching boats for the attack. The first boat from the STARR was waterborne at 0642; the vessel being then in its assigned station in Reserve Transport Area BAKER, and the thirteenth ship in the left hand column of Transport Squadron FIFTEEN in the approach disposition taken.

Until 26 February the STARR lay to in this general area during the daytime, receiving casualties and dispatching boats as required; retiring at night with other ships as assigned, with the exception of the night of DOG 19, when vessel did not retire owing to being engaged in the process of transferring priority 8" cargo ammunition to the USS SALT LAKE CITY which came alongside to port; both vessels lying to. This operation was discontinued at 1925 due to an air raid warning; the cruiser casting off and the transfer of ammunition was resumed the following day when the cruiser came alongside to starboard.

On 26 February the STARR moved inshore; anchored, and upon orders commenced discharging special heavy equipment followed by general cargo; such unloading being continued until 1700, 5 March, when unloading was completed; and at 1730, upon orders of Commander Task Force 51, the STARR proceeded independently for duty with Commander Amphibious Group 12.

114371

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

Part II

The STARR (AKA67) was assigned to Transport Division 44, Transport Squadron 15, operating with Task Group 51.11 of Task Force 51; in addition this vessel operated under Transport Squadron 15 for training and preparation for the attack on Iwo Jima; such training including participation in the landing exercises conducted January 2, 3, 6, 7, 8, 9, 13, 14, 15, 16, 17, off Maui Island in the Hawaiian Area, and the final rehearsal off Tinian Island in the Marianas Group on 8 February; in addition to which this vessel conducted individual damage control and gunnery exercises while enroute from the Hawaiian Area to Saipan.

The primary mission of this vessel was to deliver cargo and landing boats where needed and when needed.

The position, composition, and disposition of own forces at the outset of action is contained in ComTransport Group BAKER Landing Attack Order.

Air raid warnings were received on February 19, 20, 21, 22, 23, 24, and March 1 and 2, while at anchor or on night retirement with other vessels. Anti-aircraft action occurred at times in the vicinity as indicated by gunfire, but was at no time sufficiently close for this vessel's battery to participate.

Part III

Chronological Account (Using Zone King Minus 10 Time)

On 19 February, at 0545, set Condition I, and at 0600 commenced taking approach formation, securing from Condition I and setting Condition IA (boat handling). At 0642 STARR lay to in Reserve Transport Area BAKER and commenced lowering boats. At 0750 completed lowering and dispatching of all boats; all boats being assigned to other ships for assault purposes. At 1156 boats commenced returning from their assigned trips. At 1515 received the USS SALT LAKE CITY alongside to port to discharge 600 rounds of eight inch naval ammunition. Constantly increasing swells from the northeast caused both vessels to roll considerably resulting in damage to a boom and various gun mounts along the port side of this vessel. These swells also caused the underwater bodies to batter against each other damaging to some extent the frames on the port side of the engine room. At 1730 this vessel commenced receiving casualties from the beach. At 1912 the imminence of an air attack interrupted the discharge of ammunition and the SALT LAKE CITY cast off; both vessels remaining in the transport area until daylight; during which time this vessel received more casualties from the beach.

On 20 February at 0733 the cruiser again came alongside, this time to starboard, and the discharging of ammunition was resumed. During this time the frames, gun mounts and shell plating on the starboard side became so badly

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

battered that at 1227 the cruiser cast off; unloading being completed at 1720 by use of ship's boats. At sunset the STARR formed up for night retirement with designated units.

On 21 February at 0720 this vessel returned to the transport area: the rest of the day being engaged in dispatching boats and assisting other amphibious units as necessary until 1710, when an air raid became imminent, whereupon the STARR and other designated units again formed up for night retirement; the air raid lasting intermittently until 0349, 22 February, during which time much anti-aircraft fire was observed on all quarters at too great a distance to allow this vessel's battery to participate.

On 22 February at 0700 the STARR again returned to the transport area; lying to, engaging in necessary boat repair, boat dispatch, and assisting amphibious craft as necessary; retiring that evening at 1810 in company with various units.

On 23 February, at 0940, the STARR lay to off shore and at 1000 held burial services in 300 fathoms of water for a Marine casualty; thereafter returning to the transport area.

From 23 February to 26 February was spent dispatching boats to assault units, rendering assistance to amphibious craft as necessary, repairing ship's boats and awaiting orders to commence unloading, retiring each night as before.

On 26 February the STARR proceeded inshore to anchor and at 2000 unloading commenced; continuing on a twenty-four hour basis to various amphibious craft alongside dispatched to this vessel by Commander Task Force as they became available; discharge of cargo continuing until 1643, 5 March during which time this vessel and units alongside received considerable battering from swells in the area, necessitating several changes in anchorage in an attempt to provide better unloading conditions.

During the unloading period amphibious craft were received alongside as follows:

On 26 February LSM 44 was received alongside to port at 2300, and LCT 632 alongside to starboard at 2400.

On 27 February at 0420 LSM 238 was received alongside to starboard; LSM 44 casting off port side at 0635. At 0805 LST 121 came alongside to port and at 0915 LCT 632 cast off from the starboard side. At 1725 LSM 238 and LST 121 cast off; STARR underway seeking a more sheltered berth; anchoring again at 2100, in the vicinity of the original berth; more favorable ones being occupied.

CONFIDENTIAL

AKA67/A18-3

Serial No. 0200

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

On 28 February at 0720 LSM 264 was received alongside to port, but due to damage being sustained by both units in heavy swell, LSM 264 cast off again at 1007 and STARR proceeded to a more sheltered berth in water too deep to anchor and lay to off beach at 1130, continuing to discharge cargo in available ship's boats until 1745, when this vessel shifted to a night anchorage, anchoring at 1918, and continuing to discharge cargo to ship's boats as available.

On 1 March at 0230 the imminence of an air attack caused all cargo operations to cease; the alert continuing until 0423; the remainder of the day being spent awaiting the assignment of amphibious craft to this vessel and at 2040, the same day, LST 928 was received alongside to port and unloading operations resumed; being interrupted at 2140 by warning of pending air attack. Operations were resumed at 2204.

On 2 March at 0007 LST 928 parted all but one spring line as a result of continuous heavy swells; cast off from port side, temporarily discontinuing cargo operations. At 0633 a more favorable anchorage becoming available, the STARR shifted berth and anchored at 0818, receiving LST 928 alongside to port at 0920 and resumed discharging cargo. At 1346 LCT 632 came alongside to starboard to be fueled and provisioned and cast off again at 1552, having received orders to take no cargo from this vessel due to a more urgent assignment. At 2122 imminence of an air attack interrupted temporarily the discharge of cargo until 2140. At 2332, LCT 866 was received to starboard; LST 928 left the port side at 2358, having parted all lines in the swells.

On 3 March at 0658 LCT 866 cast off starboard side and STARR proceeded at 0733 to a new anchorage off west beach of Iwo Jima, in accordance with verbal orders of Commander Task Force; anchoring at 0816 and receiving LST 928 alongside to port at 0854. At 1230 a representative of Task Group 51.11 came aboard to more effectively control the allocation of amphibious craft to this vessel. At 1740 LSM 207 came alongside to starboard, followed by LSM 143 alongside the starboard quarter at 1825. At 1911 LST 928 cast off port side and LCT 866 came alongside to port at 1322.

On 4 March at 0235 LSM 241 came alongside to starboard and at 0600 LCT 866 cast off followed by LSM 143 which cast off at 0612. At 0615 LSM 201 received alongside to starboard and followed by LCT 1031 which came alongside to port at 0750. At 1359 LSM 241 cast off being replaced by LSM 44 at 1425. At 1430 LSM 201 cast off starboard side and was replaced by LSM 48 at 1455. At 1545 LCT 1031 cast off port side followed by LCT 1269 which came alongside to port at 1955.

On 5 March at 0225 LSM 48 cast off being replaced by LSM 206 at 0300. At 0415 LSM 44 cast off followed by LCT 1269 which cast off at 0915. At 1000 LCT 1154 came alongside to port and cast off at 1500. At 1650, the last of the cargo was discharged to LSM 206 on the starboard bow and LSM 206 cast off.

Operation completed making preparations for execution of further assignment.

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

Part IV

ORDNANCE

See report of the Gunnery Officer, Enclosure (A).

Part V

BATTLE DAMAGE

No Battle Damage was sustained by this vessel.

Part VI

A. SPECIAL COMMENTS AND INFORMATION

Amphibious Action

1. Troops and Cargo.

(a) Designation and number of troops embarked.

	<u>Officers</u>	<u>Troops</u>
1. Signal Bn. VAC	1	4
Corps. Transport Co. VAC	1	3
62nd Naval Construction Battalion	5	18
23rd Special Naval Construction Battalion	3	79
	<u>10</u>	<u>103</u>

05351

(b) The three officers and seventy-nine (79) men of the 23rd Special Naval Construction Battalion, were embarked at Honolulu, Oahu, T. H. on 5 January 1945. Officers and troops of other units were embarked at Kahului, Maui, T. H., on 9 January 1945.

(c) A preload of 600 rounds of 8" Naval Ammunition, 600 point detonating fuzes and 1200 cans of powder was taken aboard at Pearl Harbor (West Loch) Oahu, T. H., the night of 28 and 29 December 1944.

A total of 1742 tons of cargo was loaded at Kahului, Maui, T. H., between 9 - 12 January 1945, and consisted of the following:

116 Vehicles consisting of: $\frac{1}{2}$ ton trucks, 1 ton trucks, $1\frac{1}{2}$ ton trucks, $2\frac{1}{2}$ ton trucks and vans, 1 ton and $\frac{1}{2}$ ton trailers, bulldozers, road graders, crane, reefer boxes, motorcycles, distilling units, generator, machine shop, propulsion units, and concrete mixers.

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

(c) Cont'd.

Weight of vehicles including miscellaneous gear loaded
thereon amounted to 374 tons.

Rations	251 tons
Ammunition	109 tons (High explos: 102 tons, Small arms 7 tons)
Signal Equipment	11 tons
Petroleum products	311 tons (2896 drums gasoline, oil, diesel, grease)
Miscellaneous C.B. Equipment & Supplies	788 tons

(d) Loading:

Cargo was loaded from a dock and stowed in the holds by ship's company augmented by three (3) officers and seventy-nine (79) enlisted men of 23rd Special Naval Construction Battalion, who had been detailed as ship's platoon. Approximately 95% of the total loaded cargo was handled with ship's gear rigged yard and stay, and the remaining 5% was loaded with gear rigged for heavy lift. Projectile tubs and nets were used for loading Naval Ammunition and powder respectively. Small arms ammunition and most of the rations were loaded with pallet bridges and slings. Drums were loaded with chime hook slings. The remaining general cargo was loaded with nets and thirty (30) foot slings with running hooks.

2. Landing Craft:

See Report of the Boat Group Commander, Enclosure (B).

3. Casualties:

See Personnel Casualty Report, Enclosure (C).

B. OTHER COMMENTS

1. Radar and Communication.

The SG radar was successfully used as an aid to Navigation at the objective and for station keeping enroute. The SA radar was secured during operations in accordance with orders of Commander Task Force in order to reduce the amount of interference, the more powerful and more sensitive SC and SK radars were being subjected to by its use.

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

1. Radar and Communications: (Cont'd).

The material performance of the STARBUCK's radio communications was completely satisfactory, but at many times during the rehearsals and operation itself, the inter-ship communications were so slow as to hinder the efficiency of the operating procedure. This may be attributed to the enormous traffic, frequent poor discipline and failure in the chain of visual responsibility. During the period of this report, there were no material failures of radio or visual communication.

2. Navigation.

No damage was incurred to, or any operational difficulties experienced, with any of the Navigational Equipment. For diagram of ship's movements in transport area, see Encl. (D).

3. Engineering.

All main propulsion machinery performed satisfactorily. Main plant was lit off during entire operation and ready to answer bells at all times. Steering engine was in operation at all times with telemotor control connected to wheel house. 3 05351

Starboard fuel oil settling tank, lower level, frame 105 (one hundred five) was ruptured by the USS SALT LAKE CITY while alongside on February 20, 1945. Tank's contents were pumped to fuel oil double bottom tanks and the settling tank was rendered from service and ballasted. The ship continued to operate satisfactorily on the port fuel oil settling tank.

The anchor windlass starter panel mounting plate was broken by shock imparted by an LST as it maneuvered to come alongside on February 27, 1945. The broken part was replaced by the ship's force.

During this period this vessel was called upon to furnish a total of 26,550 gallons of fresh water to four LSM's and one LST, also furnishing a total of 6,735 gallons of diesel oil to two LSM's and one LCT.

4. Supply.

Canned fruits, fresh provisions, and bread constituted the great desires of LSM's and LCT's that were brought alongside to handle cargo. While carrying troops the refrigerated spaces were entirely inadequate to meet the needs of this vessel except for a short period of time, and very few items could be made available for transfer to landing craft.

10 March 1945.

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

4. Supply (Cont'd).

Dry provisions, ship's store stock, clothing and G.S.K. items were sufficient to meet any normal requirement of this vessel and of small craft alongside.

5. Medical.

Casualty handling system worked well. Casualties were brought aboard on the starboard side of $\frac{1}{3}$ hatch, with the use of the lighter hatch boom. Patients were brought aboard one at a time using a four-tailed sling for Army type litters and a Stokes' stretcher rigged for hoisting of ambulatory patients or those who were not already on litters. Embarkation of casualties was under the supervision of the chief boatswain's mate and chief pharmacist's mate; transfer being accomplished speedily and safely.

Ambulatory patients were taken below to the troop space in the forward crew's compartment and redressed by corpsmen at the Forward Battle Dressing Station. Seriously wounded were taken to the Main Sick Bay and Troop Officer's Quarters; total capacity of these latter spaces being fifteen bunks.

A total of seventy-three (73) casualties were handled from 19 February to 4 March 1945. The more seriously wounded were transferred to hospital ships in the area as possible in order that they might obtain rapid definitive care. The remainder were retained on board and treated as deemed necessary. The last of the casualties still aboard were transferred on 4 March 1945 prior to the departure of the ship, from the area, on the following day.

Supplies carried aboard were sufficiently adequate to replenish smaller craft as needed from this vessel's supply of medical stores.

Blood transfusions were not used. Plasma transfusions were used freely and with great effectiveness in combating shock and hemorrhage.

During this period two deaths were reported; one casualty being dead upon arrival at this vessel, the second death resulting from severe shrapnel wounds and shock, the latter patient being in extremis on admission.

The work of the chief boatswain's mate, chief pharmacist's mate and corpsmen deserves commendation for the efficient manner in which all duties were carried out.

8

10 March 1945,

Subject: Action Report, Operation off Iwo Jima - 19 February 1945 to
5 March 1945.

6. The Executive Officer's Report has not been included in that he has no matter to report which is not specifically included herewith. Authority: AlNav 207-44.

Part VII

Personnel Performance and Casualties:

During the operation, no other casualties occurred aboard other than those already reported on by the Medical Department in Enclosure (C) paragraph 3 of Part VI.

All officers and enlisted personnel subordinate to my command constantly displayed initiative, resourcefulness and constancy of purpose throughout the operation.

Part VIII

Lessons Learned:

During this operation it became apparent that no amphibious unit had a sufficient supply of heavy mooring line or wire, a situation which greatly hindered and slowed unloading considerably when mooring lines parted in heavy seas and carried away. It was also apparent that fenders are not sufficient in preventing damage when two vessels moor alongside in an open roadstead for as long a period as necessary to transfer cargo.

Conclusions:

That insufficient mooring lines have been provided to amphibious units, in view of the fact that in the execution of their duties, more heavy line is needed than would be expected of other type units.

Recommendations:

That the allowance of mooring lines and wire be increased for amphibious vessels.

FREDERICK OLIVER GOLDSMITH

CONFIDENTIAL
AKAS7/AIG-3

10 March 1945,

From: The Gunnery Officer.
To : The Commanding Officer.

Subject: Report of Gunnery during Operations at Iwo Jima,
Volcano Islands, 19 February to 5 March 1945.

1. During subject operation no enemy planes were sighted and no firing was done.
2. No observation was made as to the effectiveness of enemy ordnance.
3. The use of smoke generators was unsatisfactory on this ship. On three occasions Todd Model "E" generators caught fire. Fire was apparently due to loss of gasoline pressure. One Bosler generator, Model 374, in smoke boat also caught fire. Cause of fire is unknown.

R. FISHER

ENCLOSURE A

U.S.S. STARR (AKA 67)
c/o Fleet Post Office
San Francisco, California.

CONFIDENTIAL

10 March 1945.

From: The Boat Group Commander.
To : The Commanding Officer.
Subject: Boat Report During Operations at Iwo Jima,
19 February - 5 March 1945.

1. Performance of boats:

All boats from the STARR were initially assigned to other ships on D-Day, including the LCPL, which was used by the Boat Group Commander as traffic control boat at the assembly area off the U.S.S. NAPA. Boats were assigned to other ships as follows:

9 LCVPs to U.S.S. NAPA
4 LCVPs to U.S.S. SANBORN
3 LCVPs to U.S.S. HINSDALE
5 LCMs to U.S.S. SANBORN
3 LCMs to U.S.S. HINSDALE
1 LCPL to U.S.S. NAPA

All boats from the STARR were scheduled to be in the initial boat waves, and were shoved off to the line of departure on schedule. Our boats were to operate on beaches Blue One and Blue Two, or on the left and right flanks respectively of beach Blue One in the event Blue Two was not secured. The boat waves were "on call" waves.

Conditions on the beach were such that only one wave of boats landed on one of these beaches on D-Day. One of our LCMs and five LCVPs went in on D-Day, the LCM and one LCVP being in the initial wave, the others singled out because of requirements on the beach for their cargo. On D-Plus One, several more boats were called in to the beach and then returned to the ship, and on subsequent days boats came back singly--the last boat to be accounted for returning on D-Plus Five.

The beach was very steep, cluttered with wreckage so that at times only one boat at a time could land, and the surf was quite rough. In addition to this, a sharp bank just off the narrow beach, was too steep for vehicles--making it impossible for them to be driven off the boats. The beach received mortar fire for a number of days, and for this reason boats loaded with some types of explosives were not allowed to land. Since many of our boats had been loaded with vehicles, and others with cargo too hazardous to land while the beach was under fire, they were kept circling until conditions had improved and they could land. The beach was considered unsatisfactory for the use of LCVPs, and after taking in their initial load, they were rarely used again except as casualty boats, and we received no requests for their use except for this purpose. Due to the steepness of the beach and the wreckage in the water, almost every boat that hit the beach became a casualty at least temporarily. LCVPs almost invariably took on water through the ramp when it was opened at the beach, and this was true even of LCMs.

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Principal function of salvage boats was to pump water out of those partially swamped boats. Many LCM ramps were broken, screws became fouled, and holes stove in bottoms and sides, due to debris in the water.

When boats returned to the ship they were hoisted aboard as practicable, though after D-Plus One, and until the STARR started unloading on D-Plus Eight, it was necessary to leave some boats in the water at night when the STARR retired from the transport area. A number of our boats were in the water the entire period from 19 February until 5 March, even though, in the case of some LCVPs, they were not being used. LCMs, when they returned to the ship, were assigned to other ships for their use during the day--the beach did not operate at night. A number of our LCMs, when loaded by other ships with priority cargo, were still not allowed to land for reasons unknown to us. Others were loaded in such haphazard fashion that the beach refused to unload them. The STARR unloaded several of these boats after they hit the beach and returned in a sinking condition. One of our LCVPs, loaded on D-Day with a jeep and trailer, could not unload until D-Plus Six--and the beach would not take the trailer, which we finally hoisted out and put on deck, and sent in when the STARR unloaded.

In addition to the difficulties encountered on the beach, a heavy swell did a great deal of damage to boats when alongside the transports. Lines parted, cleats were broken, king posts on LCMs were broken off, ramp horns and ramps on LCMs were damaged, bending on LCVPs was torn off, holes stove in decking and sides, and coaming broken on LCVPs.

In view of the many difficulties encountered, boat performances must be considered satisfactory--although it is believed that neither LCVPs or LCMs are suited for satisfactory operation where the conditions described prevail.

2. Brief of Boat Casualties:

LCVPs 12, 16, 22, LCM 1, and the LCPL were lost during this action.

LCVP 16 was sunk during the night of D-Plus Three, when it was rammed by a DUKW. The boat took on water rapidly, but proceeded to a nearby LST for assistance. It sank alongside the LST while efforts at salvage were being made.

LCVP 22 sank during the night of D-Plus 9. This boat had a burned out clutch, and had been towed for two days, it being impossible to bring the boat aboard for repairs. While being towed, the tow line caught on the ramp and pulled it open. Due to swells, the boat filled with water before the ramp could be closed.

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LCVP 12 sank on the night of D-Plus Ten. This boat was lying to off the beach when ATF 95 called to it for assistance in removing a partially sunk LCM from the vicinity of the ATFs screw. LCVP 12 got a line on the ramp and pulled the LCM away, but in so doing, was damaged when the ramp of the LCM stove a hole in the stern of the LCVP. The boat immediately pulled alongside the ATF, and a pump was put over, but the boat sank before salvage could be effected.

LCM 1 sank on the beach on D-Plus Ten. This boat was taking on water through holes in the plating, when it hit the beach with a load. The ramp was torn off by a bulldozer removing cargo. Screws became fouled so that the boat broached and the well filled with water. The boat was abandoned on directions from the Beach Blue Two Beachmaster, and no further attempts were made to salvage, except for parts.

The LCPL broached and sank on the beach on D-Plus Thirteen. This boat broached in a heavy surf which swamped the boat on the beach. An LCI pulled the boat off the beach, but it sank immediately before salvage could be effected.

All boats sustained damage. Total beading lost on LCVPs was between 70-80 per cent, and all LCVPs required patches on sides or bottom. Damage to screws was better than 100 per cent, since screws on some LCMs were changed several times. Shafts and outlass bearings were changed more than once on all LCMs. Three clutches burned out, two on LCVPs and one on an LCM due to running with screws fouled. On several LCMs every king post was broken off, and there were many broken off, or torn loose, on the others. Some cleats were ripped off LCVPs. Decking on LCVPs was severely damaged due to previous loss of beading. Three salt water pumps were burned out due to volcanic ash in salt water lines. Bilge pumps were inoperative also due to volcanic ash which was washed aboard into the bilges while boats were on the beach. Emergency repairs were made to LCVPs and LCMs. While LSDs were assigned to repair LCMs, they were invariably swamped with work, so that an LCM might have to wait as long as a day for repairs. Consequently, we made repairs to our LCMs when it was possible to bring them aboard.

3. Personnel:

On D-Plus 2, 4, 6, and 8, the Boat Group Commander was assigned as traffic control officer off Blue Beach, and the STARR also furnished an LCVP equipped for salvage on these days. LCVPs equipped for salvage were also sent in at other times when called. The Boat Engineering Officer accompanied the Boat Group Commander on D-Plus Two and D-Plus Four to assist with salvage work at the beach, but later stayed aboard to handle boat repairs. One Assistant Boat Group Commander stayed aboard at all times. Other boat officers, while not assigned specific duties in the ship-to-shore maneuver, stayed with their boats until they returned to the ship. These officers later conducted salvage, and made trips on the boats as necessary.

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During this operation a problem which was quite serious during the first ten days, was that of crew scheduling. Since it was not known from day to day when the STARR would be unloaded, boats were left in the water in order to keep hatches clear so that unloading could be started as quickly as possible. At night, when the ship retired from the transport area, boats were hoisted at the davits, and boats were left on number one hatch. One or two more LCMs and LCVPs were brought aboard when possible. However, it was not possible to relieve crews satisfactorily at first, and some crews manned their boats for three, four, and in one case five days and nights. During this time they subsisted on K-Rations, which were eaten cold. Days were usually somewhat chilly, and nights often raw and cold. All crews were equipped with winter gear and foul weather gear, but due to continual wetting by spray, they became damp or wet. These crews were often very weak when they came aboard, but usually no more than 12-18 hours rest could be given them. However, though efficiency of the crews was impaired greatly, only two men actually became sick to the extent that they had to be removed from crews. One of these men developed cat fever, the other suffered from seasickness and exposure. Beginning on D-Plus Three, hot coffee and sandwiches were taken to crews in boats alongside and circling off the beach. This was not too satisfactory, as thermos jugs were not plentiful enough so that exchange could be made. Beginning about D-Plus Six, it became possible to relieve crews at least every other night, and by D-Plus Eleven, since the sea had then calmed considerably, we started using two-man LCVP crews and four-man LCM crews. These crews stayed on the boats for a twenty-four hour period, and were then relieved for twenty-four hours. In doing this, it was necessary to give some men more responsibility than we otherwise would have liked, but so many men had reached the stage where they were nearly exhausted, that this seemed the logical procedure under the circumstances.

4. Suggestions for future operations:

It is believed that the difficulties encountered in respect to damage to boats, was due to the nature of this operation, and could not be helped under the circumstances. The boats stood up remarkably well. However, if possible to anticipate what the condition of a beach will be, and if it appears that there is possibility of a great amount of wreckage, debris in water, etc., combined with heavy surf, it would seem that best results could be obtained with the use of larger craft-LCMs the smallest, with LCTs and larger craft preferred.

The need for a good pump for salvage work was recognized. Both auxiliary pumps used by us proved to be quite unsatisfactory and unreliable--these were the Handy Billey and a P-500 pump, neither of which were designed for this type of work, of course. It is believed that a rotary pump, belt driven from the boat's motor, and with a large capacity, would be most satisfactory. In order to be most useful, the pump should be attached in such a manner that it might be moved to any boat, since it is not always possible to have a boat which can be used exclusively for salvage work, and since almost any type of boat can be used for this purpose.

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AKA 67/A16-3

U.S.S. STARR (AKA 67)
c/o Fleet Post Office
San Francisco, California.

10 March 1945.

From: The Medical Officer.
To : The Bureau of Medicine and Surgery.
Via : The Commanding Officer.
Subject: Casualties occurring during action; report of.
Reference: (a) Manual of Medical Department, Paragraph 3518.
(b) Pacific Fleet Letter, 9L-44.

1. In accordance with references (a) and (b) the following report is hereby submitted relative to two accidents to personnel on board this vessel during landing operations on Iwo Jima. These casualties were not due to enemy action.

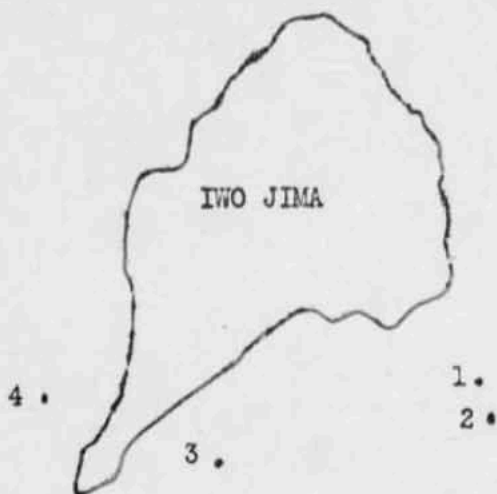
(a) MCBRIDE, Austin William, MoMM3c, USNR, 317 02 47,
Fracture, Simple, Lower end of Right Radius. #2531 Key
Letter "H", by strongback falling on wrist in lowering
small boat from davit on 19 February 1945.
Prognosis: Good.
Disposition: Retained on board.

(b) SHEPHERD, Dolans Honor, MoMM3c, USNR, 858 89 58,
Fracture, Simple, Proximal Phalanx of Left Thumb,
#2531, Key Letter "M" incurred by catching thumb
in ladder while ascending from small boat on 1 March
1945.
Prognosis: Good.
Disposition: Retained on board.

H. B. TRACHTENBERG

X
ENCLOSURE (C)

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Direction of
night retirement →

Reserve
Area Baker

Direction of
approach ↖

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