

CONFIDENTIAL

AKA 72/

WAR DIARY

**U.S.S. CASWELL**  
c/o PLEET POST OFFICE

December 1944

Page No.	30
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ZONE TIME - z4

13 December - The U.S.S. CASWELL, AKA - 72 was placed in commission at 0900 this date as a ship in the United States Navy at dock 24, Charleston Navy Yard, Charleston, S. C. Captain G. E. BAKER, USN., Captain of the Yard, was the commissioning Officer. Lieut. Comdr. F. M. DIFLEY, USNR., assumed the command; Lieut. C.H.C. GERARD, USNR., assumed the duties of Executive Officer.

13 - 15 December - Yard workers aboard completing the outfitting of the ship.

15 December - 0745 - Underway for Clyde Mallory Docks, Charleston, S. C. where the ship's stores and supplies were loaded.

15 - 18 December - Continued loading supplies.

18 December - 0806 - Under-way for deperming station, Charleston, S.C. 0851 - Moored starboard side to deperming station and commenced deperming operations.

19 December - 0800 - Underway once more in accordance with basic operations orders. During the early morning, we ran the magnetic range and swung ship to compensate the compasses. 1037 - Standing out of Charleston Harbor for structural test firing. 1206 - Took departure from buoy 2AC on course 119°T. (119°pgc), (118°psc). That afternoon we test fired our 20mm., 40mm., and 5 in. 38cal. batteries. Tests were satisfactory with the following amounts of ammunition being expended:

20mm. battery - - - - 640 rounds.  
40mm. battery - - - - 64 rounds.  
5"/38 battery - - - - 8 rounds.

Upon completion of test we returned to Charleston Navy Yard and moored port side to KA - 74 (Lencir) at pier 24.

19 - 26 December - Yard workers aboard completing installations and alterations.

22 December - Shifted berths, and moored starboard side to pier J-4.

26 December - 1142 - Underway from Charleston, S. C. to Norfolk, Va., in accordance with orders of ComPhibTraLant - having been delayed three days due to heavy fog. 1334 - Took departure from buoy 2AC abeam to port and set the course at 065°T. and pgc. (068°psc). Speed 16 knots (80rpm) visibility reduced somewhat by fog. 1622 - c/c to 051°T. and pgc (055°psc) 1900 - c/c to 088°T and psc (092°psc). 2140 - c/c to 050°T. and pgc (055°psc). 2340 - Reduced speed to 76rpm. due to heavy sea.

102876

AKA 72/

**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**

WAR DIARY CONT. December 1944.

27 December - At 0300 C/C to 060 $\frac{1}{2}$ ° T. (064° pgc) (064° pgc) (066° psc). 0310 - Resumed speed of 80rpm. 0912 - c/c to 008° T. and pgc (014° psc) 1115 - c/c to 020° T and pgc. 027° psc). 1116 - Increased speed to 16.5 knots (85rpm). 1613 - c/c to 310° T. and pgc (317° psc). 1740 - Passed buoy S-6 abeam to starboard and set our course westward, proceeding through the swept channel to Hampton Roads. 2255 - Anchored in Hampton Roads, Va.

28 December - In the afternoon, we shifted berths and moored starboard side to pier #3, berth #33, at N.O.B. Norfolk, Va.

29 December - 0845 - Once more we shifted berths - anchoring in berth #6, Hampton Roads, Va.

30 December - 0930 - Underway in accordance with ComPhibTraLant's shakedown schedule in Chesapeake Bay. Off Cape Charles City we swung ship and compensated the compasses. Upon completion of this exercise we approached the channel entrance to Cape Charles, City and lowered a boat to disembark the two compass compensating officers. Due to heavy fog and reduced visibility and to the fact that a buoy off the entrance to the channel had been removed only very recently without our chart being corrected we ran aground and became stuck. We were moving at very slow speed and the bottom was soft so no damage resulted. Tide was ebbing and nearly low. That evening at high tide we backed off assisted by the Tug "ACUSHNET". At 2137 - we anchored off Cape Charles City for the night.

31 December - 0837 - Underway and returned to Hampton Roads where we anchored in berth 26. Commander GEVAM, USN., and party came aboard for an informal inspection and concurred with ship's officers that no damage was done the previous day when we went aground.

Approved:

*F. M. Duffley*  
F. M. DUFFLEY,  
Lt. Comdr., USNR.  
Commanding

Submitted:

*F. H. Paul*  
F. H. PAUL,  
Lt.(jg), USNR.  
Navigator

U.S.S. CASWELL AKA-72

Log. No.	<i>None</i>
R.S. No.	
CONFIDENTIAL	

W A R                      D I A R Y

JANUARY 1945

ZONE DESCRIPTION - X4

*War diary*

- JANUARY 1 - ANCHORED IN BERTH #26, HAPTON ROADS, VA.  
~~0800~~ - UNDERWAY TO RUN DEGAUSSING RANGE OFF CAPE CHARLES CITY IN LOWER CHESAPEAKE BAY. AT COMPLETION OF EXERCISE WE ANCHORED OFF CAPE CHARLES CITY FOR THE NIGHT.
  
- JANUARY 2 -  
1020 - UNDERWAY TO CONDUCT "FUELING AT SEA" EXERCISE WITH U.S.S. CURIK, DE 666. EXERCISE CONDUCTED WITH ONLY MINOR DIFFICULTIES. THAT AFTERNOON, WE RETURNED TO THE NORFOLK NAVY YARD, PORTSMOUTH, VA., AND MOORED STARBOARD SIDE TO TO DOCK IN BERTH 1A.
  
- JANUARY 3 - 7 - YARD WORKERS ABOARD COMPLETING THE INSTALLATIONS AND ALTERATIONS OF THE SHIP.
  
- JANUARY 7 -  
1500 - UNDERWAY FOR BERTH 36, PIER 3, NAVAL OPERATING BASE, NORFOLK, VA., WHERE WE MOORED PORT SIDE TO. 1935 - COMMENCED FUELING SHIP.
  
- JANUARY 8 -  
1550 - IN ACCORDANCE WITH COMSERVLANT'S DESPATCH REFERENCE NO. 081929 DEPARTED NOB, NORFOLK, VA., FOR NSD, BAYONNE, NEW JERSEY.
  
- JANUARY 9 -  
1845 - ARRIVED BAYONNE, NEW JERSEY, AND MOORED STARBOARD SIDE TO TO NSD PIER, BERTH 11.
  
- JANUARY 10 - MOORED AS BEFORE.
  
- JANUARY 11 - 16 - STEVEDORES ABOARD LOADING SHIP. LOADED 2408 TONS OF DRY STORES, BEER, AND GENERAL STORES.
  
- JANUARY 16 - IN ACCORDANCE WITH COMSERVLANT'S DESPATCH OF 110245 DEPARTED BAYONNE, NEW JERSEY, FOR CANAL ZONE. OUTSIDE NEW YORK HARBOR ENTRANCE WE JOINED UP WITH THE U.S.S. M. J. MANUEL, DE 351 AS TASK FORCE 29.6.8 WITH THE O.T.C. IN THE H. J. MANUEL (LT. COMDR. LOWRY).

(POSITIONS)

106770

1200  
39°12'N.  
73°46'W.

2000  
38°32'N.  
73°01'W.

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U.S.S. CASWELL AKA - 72 WAR DIARY (CONT.)

JANUARY 1945

ZONE DESCRIPTION -X4

(POSITIONS)

JANUARY 17	Ø8ØØ	12ØØ	2ØØØ
	35'4Ø'N. 73'Ø1'W.	34'41'N. 73'Ø1'W.	32'51'N. 73'ØØ'W.
JANUARY 18			
	35'42'N. 73'13'W.	28'38'N. 73'31'W.	26'48'N. 73'57'W.
JANUARY 19			
	23'4Ø'N. 74'12'W.	22'46'N. 74'34'W.	2Ø'55'N. 74'16'W.
JANUARY 2Ø			
	18'22'N. 75'12'W.	17'3Ø'N. 75'4Ø'W.	16'Ø2'N. 76'46'W.
JANUARY 21			
	13'27'N. 78'15'W.	12'48'N. 78'45'W.	11'32'N. 79'36'W.

JANUARY 22 - ZONE DESCRIPTION X5. POSITION Ø8ØØ - Ø9'16'N; 79'55'W.  
Ø926 - ARRIVED COLON HARBOR, PANAMA CANAL ZONE. WE PROCEEDED THROUGH THE CANAL AND AT 173Ø ARRIVED WEST SIDE, BALBOA HARBOR, CANAL ZONE, WHERE WE MOORED STARBOARD SIDE TO TO PIER NO.1. THAT EVENING WE FUELED SHIP.

JANUARY 23 - MOORED AS BEFORE.

JANUARY 24 -  
ØØ45 - UNDERWAY IN ACCORDANCE WITH CNO DIRECTIONS VIA PORT DIRECTOR, BALBOA, CANAL ZONE, DISPATCH OF 231452, FOR GUADALCANAL, TRAVELING ALONE. THIS CRUISE WAS AN EXCELLENT POST-SHAKE-DOWN CRUISE AND GAVE US AN OPPORTUNITY TO HOLD NUMEROUS EMERGENCY DRILLS AND TO IRON OUT THE WRINKLES IN THE GENERAL ORGANIZATION OF A NEWLY COMMISSIONED SHIP. ON SEVERAL OCCASIONS WE HELD FIRING PRACTICE FOR ALL BATTERY'S USING BALLOONS FOR TARGETS. SHIPS CLOCKS WERE RETARDED DAILY IN ORDER TO KEEP LOCAL APPARENT TIME WITH TWELVE O'CLOCK NOON CORRESPONDING WITH LOCAL APPARENT NOON.

(POSITIONS)

JANUARY 24 (X5 Z.D.)	Ø8ØØ	12ØØ	2ØØØ
	Ø7'15'N. 79'15'W.	Ø6'19'N. 79'3Ø'W.	Ø5'Ø4'N. 8Ø'46'W.

U.S.S. CASWELL AKA - 72 WAR DIARY (CONT.)

JANUARY 1945

ZONE DESCRIPTION -

JANUARY 25 (X5 Z.D.)	0800	1200	2000
	04'22"N. 73'50"W.	04'36"N. 85'00"W.	04'20"N. 87'42"W.
JANUARY 26 (X5 X38MIN Z.D.)	04'01"N. 91'00"W.	03'54"N. 92'09"W.	03'47"N. 94'27"W.
JANUARY 27, (X6X15MIN Z.D.)	03'40"N. 97'21"W.	03'31"N. 98'29"W.	03'07"N. 100'27"W.
JANUARY 28 (X6X40MIN. Z.D.)	02'38"N. 103'32"W.	02'32"N. 104'39"W.	02'24"N. 107'14"W.
JANUARY 29 (X6X10MIN. Z.D.)	01'46"N. 110'28"W.	01'37"N. 111'38"W.	01'07"N. 113'49"W.
JANUARY 30 (X7X35MIN. Z.D.)	00'12"N. 116'42"W.	00'05"N. 118'10"W.	00'03"N. 120'34"W.
JANUARY 31 (X8X5 MIN. Z.D.)	00'37"S. 123'52"W.	00'50"S. 125'00"W.	01'08"S. 128'22"W.

APPROVED:

*F. M. Diffley*  
 F. M. DIFFLEY,  
 LT. COMDR., USNR.  
 COMMANDING

SUBMITTED:

*F. H. Paul*  
 F. H. PAUL,  
 LT. (JG), USNR.  
 NAVIGATOR



Reg. No.	36
R. S. No.	

**U.S.S. CASWELL**  
c/o PLEET POST OFFICE

CONFIDENTIAL

MARCH 1945

## WAR DIARY

## ZONE TIME (-11)

1 March - Anchored off Kokumbona Beach, Guadalcanal, Solomon Islands. In the morning we shifted berths, along with the other ships of Trans Div 35, and anchored off Lunga Point in company with ships of Trans Ron 12. At 1300 we were again underway with Task Group 53.1 in accordance with Training Orders of ComPhib Group 4 No. A401-45. We stood out from Guadalcanal in a Northwesterly direction. Shortly before midnight course was reversed, and we proceeded back towards Guadalcanal.

2 March - Upon approaching the beach where we were to make an assimilated landing we took our approach formation. Condition One Able was set and all boats lowered upon arrival in Transport Area. During the exercise we remained underway with no way on ship except what was necessary to maintain our assigned station in the Transport Area. At completion of exercise all boats were hoisted and we proceeded out on night retirement plan on same course as previous night. At 1730 all ships streamed paravanes and then recovered them prior to dark.

3 March - Repeated same exercise as previous day. After completion of exercise we returned to our anchorage off Lunga Point instead of retiring for the night.

4 March - In the morning a meeting of Commanding Officers of Trans Ron 12 was held aboard the U.S.S. CAMBRIA to discuss the practice exercises of the previous two days. In the afternoon we again got underway and stood out from Guadalcanal on the same retirement course. After dark we exercised at night bombing drill with friendly planes dropping flares to illuminate the convoy.

5 March - Carried out same One Able exercise as of March 2nd, and 3rd. Upon retirement all ships again streamed paravanes. A casualty resulted when the down-haul chain was not heavy enough to pull the shoe down and parted. Just before the chain parted the anchor capstan had stalled indicating that the pressure was too great for it. The casualty probably would not have resulted if the ship had been going at a reduced speed but the 12 knots speed seemed to build up too much resistance.

6 March - This was the fourth and last practice landing. Assault troops were left ashore for the night and the ships again retired for the night.

7 March - Approached beach as in previous exercises. All troops and equipment were again embarked. In the afternoon we proceeded to our anchorage off Kokumbona Beach, having completed the scheduled training operations. The training period was a success with a minimum of difficulties.

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MARCH 1945

WAR DIARY (cont.)

8 March - In the morning we moved across the channel and anchored off White Rock Cove, Florida Island, where we were to be for a week's period of logistics.

9 March - In the morning we went alongside the U.S.S. KENNEBAGO, A081, and fueled ship. After fueling we returned to the anchorage at White Rock Cove.

10 March - Anchored as before.

11 March - Anchored as before.

12 March - In the afternoon we again crossed the channel and anchored in our old berth off Kokumbona Beach.

13 March - Finished loading all Marine equipment and troops.

14 March - Anchored as before.

15 - March - 0603 Underway with Task Group 51.11 in accordance with Movement Order of ComPhibGroup 4, No. A404-45 for Ulithi, Western Carolines.

POSITIONS

1200  
Lat.  $08^{\circ}33'S$   
Long.  $160^{\circ}20'E$

2000  
Lat.  $07^{\circ}13'S$   
Long.  $159^{\circ}46'E$

16 March - Steaming as before. At 1300 held General Drills.

POSITIONS

0800  
Lat.  $05^{\circ}31'S$   
Long.  $158^{\circ}14'E$

1200  
Lat.  $04^{\circ}40'S$   
Long.  $157^{\circ}57'E$

2000  
Lat.  $03^{\circ}15'S$   
Long.  $156^{\circ}47'E$

17 March - (-10 Zone Time) Steaming as before. In the afternoon held General Drills.

POSITIONS

0800  
Lat.  $01^{\circ}43'S$   
Long.  $154^{\circ}45'E$

1200  
Lat.  $01^{\circ}12'S$   
Long.  $154^{\circ}04'E$

2000  
Lat.  $00^{\circ}44'S$   
Long.  $152^{\circ}34'E$

18 March - Steaming as before. In the afternoon held General Drills.

POSITIONS

**U.S.S. CASWELL**  
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MARCH 1945

## WAR DIARY (cont.)

0800

Lat. 00°09'S  
Long. 149°39'E

1200

Lat. 00°33'N  
Long. 148°36'E

19 March - Steaming as before. In the morning we held firing practice, our escort carriers supplying towed sleeves for targets. Expended the following amounts of ammunition without casualties: 5"/38 - 13 rds.; 40MM - 336 rds.; 20MM - 330 rds.

POSITIONS0800

Lat. 02°30'N  
Long. 145°29'E

1200

Lat. 03°05'N  
Long. 145°03'E

2000

Lat. 03°45'N  
Long. 143°45'E

20 March - Steaming as before.

POSITIONS0800

Lat. 05°00'N  
Long. 141°58'E

1200

Lat. 05°23'N  
Long. 141°26'E

2000

Lat. 06°41'N  
Long. 140°33'E.

21 March - Exercised the crew at General Drills in the morning. Arrived at Ulithi in the afternoon and anchored in the Northern Anchorage in company with other ships of Trans Ron 12. The period at Ulithi was to be a "topping off" period when all last minute needs were to be taken care of before departing for the capture of our objective.

POSITIONS0800

Lat. 08°55'N  
Long. 139°40'E

22 March - Anchored as before. Held One Able drill in the morning. At 2000 we had a flash "Red" and all hands manned their battle stations. This was our first General Quarters other than drills. No enemy planes came in.

23 March - Anchored as before.

24 March - Anchored as before.

25 March - Anchored as before.

26 March - In the afternoon we went alongside the U.S.S. SARANAC, AO-74, and fueled ship, returning afterwards to our same berth.



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MARCH 1945

WAR DIARY (cont.)

27 March - In the afternoon we got underway in accordance with Attack Order of ComPhibGroup 4, No. A405-45 and with Task Group 51.11 for Okinawa, Gunto, for the capture of that Island to be used to further our efforts with the war against Japan. After sortie we took departure on course 325<sup>T</sup>. speed of advance 12.5 knots. This was a direct course to the objective.

28 March - Steaming as before. In the afternoon exercised the crew at General Quarters, and Drills.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
12° 29' N	13° 13' N	14° 23' N
138° 15' E	137° 42' E	136° 55' E

29 March - (Zone Description, -9) Steaming as before. Held General Drills in the afternoon.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
16° 15' N.	16° 49' N.	18° 02' N.
135° 40' E.	135° 15' E.	134° 17' E.

30 March - Steaming as before. Held General Drills in the afternoon. After dark we held an "Abandon Ship by Rafts" Drill.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
19° 56' N.	20° 34' N.	21° 55' N.
132° 54' E.	132° 20' E.	131° 30' E.

31 March - The sea had gradually become rougher due to the fact that we were passing through the edge of a typhoon. Shortly after midnight during a very heavy roll of approximately 30 to 35 degrees and due to faulty welding on boat cradles at #5 hatch, one LCM(3) and one LCVF which was nested in the LCM(3) carried away and were lost over the side. One Marine who was sleeping on deck under boats which carried away was injured, but not seriously, and was given treatment in Sick Bay.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
23° 47' N.	24° 26' N	25° 26' N.
129° 52' E.	128° 54' E.	127° 32' E.

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U.S.S. CASWELL  
c/o FLEET POST OFFICE

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MARCH 1945

WAR DIARY (cont.)

APPROVED:

F. M. DIFFLEY, Lt. Comdr., USNR.  
Commanding Officer

SUBMITTED:

*F. H. Paul*  
F. H. PAUL, Lt. (jg), USNR.  
Navigator

## U.S.S. CASWELL

c/o PLEET POST OFFICE

CONFIDENTIAL

April 1945

WAR DIARY

(Zone Time -9)

April 1 - Underway in convoy with TransRon 12 of Task Group 51.11.1 enroute Ulithi, Western Carolines to Okinawa Gunto, Ryukyus, in accordance with Attack Order of ComPhib Group 4, No. A-405-45, for the capture and occupation of that Island. OTC in U.S.S. PANAMINT, AGC-13. At 0140 the first contact for the ship was made with the enemy. Numerous enemy planes were reported on various bearings and at various distances. All hands went to General Quarters. On orders of OTC maneuvered by turn signals. At 0302 - a plane, identified only as a two-engine bomber came in from astern and passed to starboard at a distance less than 50 yards from the U. S. S. CASWELL. No previous warning was given and the plane was not sighted in time to open fire. The U.S.S. LEON fired several rounds at the same plane but the plane escaped. 0314 - Another plane passed to starboard and was fired upon by our ship for about two seconds but the plane escaped. Two other planes were shot down by our task Group in their attempt to press home an attack. No hits were scored on our task Group and we proceeded to transport area. At 0500 entered Transport Area Able. Later in the morning when we received favorable reports from the beach concerning the light opposition being encountered by the assault waves we moved in nearer the beach. At 1103 we set Condition One-Able and lowered all boats. In the afternoon we unloaded the 4 TDM-7. This was our only cargo unloaded the first day. Just prior to sunset we got underway in accordance with the night retirement plan. During the night enemy planes were reported in the vicinity and General Quarters were sounded several times. However, no attacks were pressed home.

April 2 - Approached Transport Area as on previous morning. Enemy planes continued to harass us on the way in. We anchored in Inner Transport Area that morning and commenced general unloading of cargo. We again retired for the night as we had done the previous night.

April 3 - Approached Transport Area as on previous morning. Anchored in Inner Transport Area and resumed general unloading, being assisted by an LSM AND an LCT. Instead of retiring for the night we remained in the area in order to expedite unloading. We had several air alerts throughout the night and each time we layed a smoke screen, using a smoke generator, in a small boat assisted by the ship's smoke generators.

April 4 - Very little unloading accomplished this day due to heavy sea.

April 5 - Unloading operations again held up because of heavy sea making it impossible to secure smaller craft alongside. The U.S.S. CATRON anchored in a joining berth reported seeing a submarine's periscope and shortly afterwards a torpedo wake crossed her bow with the torpedo exploding on the reef just off shore. Extensive search was made by patrol craft with indefinite results.

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April 1945

WAR DIARY (cont.)

April 6 - This was the day for the Jap's big air attack which we had been warned to expect for a couple of days. As many as six hundred enemy planes were estimated to have taken part in the raid. However, only a small percentage of that number was ever able to penetrate the effective screen put up by our own local Combat Air Patrol and the fighter planes of Task Force 58 which was some miles north of us. The few that did get through all employed suicide tactics but were so completely disorganized that they straggled in one at a time and were met with concentrated fire from all ships and shore batteries. All crashed, causing little or no damage to ships in our immediate vicinity. The U.S.S. CASWELL fired on several different Jap planes which came within range including a Zeke which was fired upon first by our ship. Hits were believed to have been scored on it and it crashed about a mile south of us. One of our LCM (3) boats received credit for knocking down a Jap Val which crashed, barely missing a hospital ship. Another of our small boats picked up a pilot of a Val who missed his target and was thrown clear of his plane when it hit the water. The pilot was strapped to his plane seat. He did not have a parachute. The body was quite mangled. All papers and other effects of a possible intelligence value were removed from his person and turned over to proper authorities/ Ammunition expended: 20MM - 230 rds. 40MM - 152 rds. 5"/38 - 4 rds.

April 7 - This morning we shifted berths along with the U.S.S. ACQUARIUS, AKA-16, moving about seven miles up the beach where we anchored off Mamorida Saki Point, From here we were to unload the remainder of our supplies on a beach that would be more readily accessible to the Marines who has pushed northward on the island.

April 8 - Continued unloading. We had our usual daily air raid alerts and smoke screens were laid but no enemy planes came in very close.

April 9 - At 0155 completed unloading all cargo and at day break the last LSM shoved off with the cargo and all Marines who had been aboard. We then returned to our old Transport Area west of Point Bolo. At 0854 we were again underway, this time with Task Unit 51.29.11 enroute from Okinawa to Saipan, Mariannas. ComTransDiv 54 in U.S.S. DADE is OTC. Standard speed set at 14 knots.

POSITIONS

<u>1200</u>	<u>2000</u>
26°18'N	25°13'N
127°13'E	128°35'E

April 10 - Steaming as before. At 1610 the screen reported a possible submarine contact. We maneuvered by emergency turn signals for 35 minutes.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
24°05'N	23°41'N	22°52'N
130°38'E	131°23'E	132°54'E

April 1945

WAR DIARY (cont.)

April 11 - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
21°36'N 135°32'E	21°09'N. 136°22'E.	20°16'N 137°52'N

April 12 - Steaming as before. At 1530 all ship's clocks advanced one hour to conform with -10 zone description.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
18°41'N 140°02'E	18°13'N 140°48'E	17°35'N 141°59'E

April 13 - Steaming as before. Arrived at Saipan and anchored in berth M-20 at 1648.

POSITIONS

<u>0800</u>	<u>1200</u>	M <u>2000</u>
16°05'N 144°10'E.	15°35'N 144°50'E	anchored

April 14 - At 0858 we were underway from Saipan enroute to Pearl Harbor traveling alone and at full speed, 15 knots.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
<b>ANCHORED</b>	15°35'N 146°10'E	14°55'N 147°41'E

April 15 - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
14°22'N 150°07'E	14°13'N 150°44'E	13°47'N 152°24'E

April 16 - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
13°10'N 155°02'E	12°58'N 155°59'E	12°35'N 157°33'E



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April 1945

## WARE DIARY (cont.)

April 17 - Steaming as before. All ship's clocks set ahead one hour to conform with -11 zone time. 1728 - Sighted Eniwetok Atoll bearing 071°T and passed to port.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
12°03'N 160°07'E	11°47'N 160°45'E	11°12'N 162°21'E

April 18 - Steaming as before.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
11°49'N 164°56'E	12°11'N 165°43'E	12°36'N 167°25'E

April 19 - Steaming as before.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
13°23'N 169°53'E	13°37'N 170°38'E	14°05'N 172°11'E

April 20 - Steaming as before. Advanced all ship's clocks one hour to conform with -12 zone time.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
14°49'N 173°27'E	15°00'N 175°25'E	15°26'N 177°09'E

April 21 - Steaming as before. All ship's clocks set ahead one hour to conform with xll zone description.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
17°15'N 174°23'W	17°34'N 173°05'W	17°51'N 171°16'W

April 22 - Steaming as before.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
18°22'N 168°05'W	18°34'N 167°03'W	19°02'N 164°55'W

4

CONFIDENTIAL

April 1945

WAR DIARY (cont.)

April 23 - Steaming as before.

<u>POSITIONS</u>		
<u>0800</u>	<u>1200</u>	<u>2000</u>
19°28'N 161°42'W	19°40'N 160°37'W	19°55'N 158°42'W

April 24 - All ship's clocks set ahead  $1\frac{1}{2}$  hours to conform with  $x9\frac{1}{2}$  zone description. Arrived off entrance to Pearl Harbor and received word to wait until 1000 before entering. At 1020 pilot BAMFORTH, Comdr. USNR, came aboard and we proceeded in the channel and to berth X-15 where we moored. We reported to AdComPhibPac as previously ordered.

April 25 - Moored as before.

April 26 - Moored as before.

April 27 - Moored as before.

April 28 - Moored as before.

April 29 - Moored as before. Commenced painting ship.

April 30 - Moored as before. Continued painting ship.

APPROVED:

*F. M. Duffley*  
F. M. DUFFLEY,  
Lt. Comdr., USNR.  
Commanding

SUBMITTED:

*J. H. Paul*  
F. H. PAUL,  
Lt. (jg), USNR.  
Navigator

AKA 72/

Reg. No.	190
R. S. No.	

**U.S.S. CASWELL**  
c/o PLEET POST OFFICE

WAR   DIARY

CONFIDENTIAL

May 1945

(x9 $\frac{1}{2}$  zone description)

- 1 May - Moored starboard side to U.S.S. ALCABAR, KA-8, in berth x-15, Pearl Harbor, T. H. Entire ship being repainted by the crew.
- 2 May - Moored as before.
- 3 May - Moored as before.
- 4 May - Moored as before.
- 5 May - Moored as before.
- 6 May - Moored as before.
- 7 May - Moored as before.
- 8 May - Moored as before.
- 9 May - At 1535 we got underway to shift berths, moving to K-7 where we moored port side to. Made all preparations for loading ship.
- 10 May - Moored as before. Stevedores aboard loading ship.
- 11 May - Moored as before. Stevedores aboard loading ship.
- 12 May - Moored as before. Stevedores aboard loading ship.
- 13 May - Moored as before. Stevedores aboard loading ship.
- 14 May - At 0445 stevedores completed the loading of the ship. At 1625 we got underway in accordance with orders from Commander Hawaiian Sea Frontier, Serial #0573 of 14 May 1945 for San Francisco, California. Traveling alone and proceeding at 15 knots.
- 15 May - Steaming as before.

POSITIONS

<b>125645</b>	<u>0800</u>	<u>1200</u>	<u>2000</u>
	22°33'N.	22°49'N.	23°15'N.
	155°20'W.	153°58'W.	151°59'W.

**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**

WAR DIARY ( cont. )

CONFIDENTIAL

May 1945

16 May - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
25'21'N. 149'50'W.	26'12'N. 149'13'W.	27'57'N. 148'02'W.

17 May - Steaming as before. At 2000 ship's clocks advanced one-half hour to conform with x9 zone description.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
29'42'N. 145'25'W.	30'21'N. 144'25'W.	31'14'N. 142'20'W.

18 May - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
32'33'N. 139'06'W.	33'03'N. 138'15'W.	33'57'N. 135'56'W.

19 May - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
35'10'N. 132'51'W.	35'38'N. 131'38'W.	36'15'N. 129'14'W.

20 May - Steaming as before. At 0200 advanced all ship's clocks one hour to conform with x8 zone description. At 1615 - sighted Farallone Island off entrance to San Francisco Bay. At 1900 advanced all ship's clocks one hour to conform with San Francisco war time. 2113 - Anchored in berth 5, San Francisco Bay, California. Agriculture Inspector aboard and passed his approval.

**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**  
WAR DIARY ( cont. )

CONFIDENTIAL

May 1945

20 May - (cont.)

	<u>POSITIONS</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
37°06'N. 125°59'W.	37°35'N. 124°39'W.	San Francisco Bay Entrance.

21 May - At 1451 - we got underway to shift berths, moving to pier number 29 we moored starboard side to.

22 May - Moored as before.

23 May - Moored as before.

24 May - Moored as before. 1900 - Commenced unloading ship, stevedores doing the work.

25 May - Moored as before. Continued unloading operations.

26 May - Moored as before. Continued unloading operations.

27 May - Moored as before. Continued unloading operations.

28 May - Completed unloading operations in the afternoon. At 1937 we got underway in accordance with orders of ComVesSeaFron, Serial #169-45, for Seattle, Washington. Traveling alone at 15 knots standard speed.

29 May - Steaming as before.

	<u>POSITIONS</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
39°51'N 124°32'W.	40°49'N. 124°46'W.	42°49'N. 124°59'W.

30 May - Steaming as before. Most of the morning devoted to exercising the crew at general drills.

	<u>POSITIONS</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
45°44'N. 124°18'W.	46°39'N. 124°26'W.	Entrance of Puget Sound.



AKA 72/

**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**

WAR DIARY (cont.)

CONFIDENTIAL

May 1945

31 May - At 0443 anchored in Elliot Bay, Seattle, Washington. 0933 - Underway once more to shift berths, moving to pier 37 where we moored port side to.

APPROVED:

*F. M. DIFLEY*  
F. M. DIFLEY,  
Lt. Comdr., USNR.  
Commanding.

SUBMITTED:

*F. H. Paul*  
F. H. PAUL, Lt., USNR.  
Navigator.

AKA 72/

PAGE I

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

W A R - D I A R Y

June 1945

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

(x8 zone description, keeping x7 zone time)

- 1 June - Moored port side to to pier 37, Seattle, Washington, USA.
- 2 June - Moored as before.
- 3 June - Moored as before.
- 4 June - Moored as before. Received 48,754 gallons of fuel oil.
- 5 June - Moored as before.
- 6 June - Moored as before.
- 7 June - Moored as before.
- 8 June - Moored as before.
- 9 June - Moored as before.
- 10 June - Moored as before.
- 11 June - At 1300 we shifted berths, moving from pier 37 to anchorage A-12, Smith Cove, Seattle, Washington.
- 12 June - Anchored as before.
- 13 June - At 1530 we again shifted berths, moving from anchorage A-12 to pier 88, Seattle, Washington where we moored starboard side to.
- 14 June - Moored as before. Commenced loading ship with stevedores doing the labor.
- 15 June - Moored as before. Received 52,939 gallons of fuel oil.
- 16 June - Moored as before. Continued loading ship. 1050 - Fire reported in #2b hold - lower tween deck. Fire quarters sounded. All ship's fire fighting brought into play and ship was assisted by the Seattle Fire Department and Coast Guard Fire Boats. The fire started among cargo nets and the resultant smoke made it difficult to get near the fire with hoses and other fire fighting equipment. Small holes were cut in the starboard side of the hull, water-tight bulkhead at frame #66, and in the overhead of the lower tween deck through which hoses were led. At 1335 the fire was extinguished. The cause was undetermined and there were no personnel casualties. The material damage was very slight.

132761

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

War Diary (cont.)

June 1945

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

17 June - Moored as before. Continued loading ship.

18 June - Moored as before. Continued loading ship.

19 June - Moored as before. Continued loading ship.

20 June - At 0600 finished loading ship and got underway in accordance with Com-WesSeaFron Secret despatch of 122331 enroute Seattle, Washington, to Eniwetok Atoll, Marshall Islands. Speed set at 15 knots, traveling alone. At 1900 ship's clocks retarded one hour to conform with x8 zone description.

21 June - Steaming as before. At 1400,retarded all ship's clocks one hour to conform with x9 zone description.

POSITIONS

0800

46°44'N.  
129°25'W.

1200

46°18'N.  
130°38'W.

2000

45°42'N.  
133°37'W.

22 June - Steaming as before.

POSITIONS

0800

44°51'N  
137°40'W.

1200

44°30'N.  
138°58'W.

2000

43°46'N.  
141°35'W.

23 June - Steaming as before. (x10 zone description)

POSITIONS

0800

42°32'N.  
145°41'W.

1200

42°04'N.  
145°55'W.

2000

41°13'N.  
149°10'W.

24 June - Steaming as before.

POSITIONS

0800

39°50'N.  
152°27'W.

1200

39°20'N.  
153°40'W.

2000

38°26'N.  
155°54'W.

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

War Diary (cont.)

June 1945

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

25 June - Steaming as before. (x11 zone description)

<u>0800</u>	<u>1200</u>	<u>2000</u>
36°37'N.	36°04'N.	34°55'N.
159°18'W.	160°22'W.	162°25'W.

26 June - Steaming as before. At 0945 exercised at General Quarters for A.A. practice. Expended the following amounts of ammunition at balloon targets.

20MM. - - 1,730 rds.  
40MM. - - 363 rds.  
5"/38 - - 25 rds.

<u>0800</u>	<u>1200</u>	<u>2000</u>
33°13'N.	32°24'N.	31°08'N.
165°36'W.	166°29'W.	168°18'W.

27 June - (x12 zone description) Steaming as before. At 1000 exercised at General Quarters for A.A. practice. Expended the following amounts of ammunition at balloon targets.

20MM. - - 1,803 rds.  
40MM. - - 292 rds.  
5"/38 - - 10 rds.

<u>0800</u>	<u>1200</u>	<u>2000</u>
29°11'N.	28°50'N.	27°20'N.
171°10'W.	172°02'W.	174°00'W.

28 June - Steaming as before. At 1020 exercised at General Quarters for A.A. practice. Expended the following amounts of ammunition at balloon targets.

20MM. - - 2,589 rds.  
40MM. - - 780 rds.  
5"/38 - - 25 rds.

<u>0800</u>	<u>1200</u>	<u>2000</u>
25°25'N.	25°05'N.	23°55'N.
176°48'W.	177°43'W.	179°39'W.

At 2400 all ship's clocks advanced 24 hours due to crossing of international date line - new date 30 June 1945. (zone description -12)

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

War Diary (cont.)

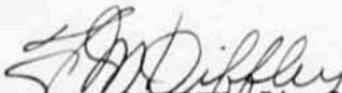
June 1945

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


30 June - Steaming as before. At 1050 held Captain's Inspection of the crew.

	<u>POSITIONS</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
22° 10' N.	21° 34' N.	20° 20' N.
177° 28' E.	176° 33' E.	174° 50' E.

APPROVED:

  
F.M. DIFFLEY, Lt. Comdr., USNR.  
Commanding.

SUBMITTED:

  
F. H. PAUL, Lt., USNR.  
Navigator.



U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

W A R D I A R YC O N F I D E N T I A L

July 1945

1 July - (-11 zone description). Steaming alone from Seattle, Washington, to Eniwetok, Marshall Islands, at 15.5 knots. Exercised at target practice - expending the following amounts of ammunition at balloon targets: 5"/38 - 10 rds.; 40MM - 384 rds.; 20MM - 2156 rds.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
18°23'N 171°57'E	17°50'N 171°10'E	16°47'N 169°30'E

2 July - Steaming as before. Exercised at target practice - expending the following amounts of ammunition at surface and balloon targets: 5"/38 - 15 rds.; 40MM - 264 rds.; 20MM - 1995 rds.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
15°01'N 167°16'E	14°30'N 166°28'E	13°26'N 164°54'E

3 July - (-12 zone description). Arrived Eniwetok, Marshall Islands at 0905 and anchored in berth C-5 of Anchorage "Able". Ship's clocks advanced one hour to conform with zone time being kept on shore.

- 4 July - Anchored as before.  
5 July - Anchored as before.  
6 July - Anchored as before.  
7 July - Anchored as before.  
8 July - Anchored as before.  
9 July - Anchored as before.  
10 July - Anchored as before.  
11 July - Anchored as before.  
12 July - Anchored as before.

JUL 15 1945

RECEIVED  
U.S. FLEET  
COMMANDER IN CHIEF

140065

**U.S.S. CASWELL**  
 c/o PLEET POST OFFICE  
 San Francisco, California

War Diary (cont.)

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

July 1945

13 July - In the morning went alongside the YO-160 in berth L-4 and received 183,000 gallons of fuel. At 1908 departed Eniwetok, Marshall Islands enroute to Ulithi, Caroline Islands, in accordance with operation orders of Port Director, Eniwetok. Standard speed 15.6 knots, traveling alone.

14 July - (-11 zone description). Steaming as before. At 1753 sighted object at first believed to be a mine off the port bow in approximately 12°13'N. Latitude and 156°28'E. Longitude. General Quarters sounded. 1806 - Object fired ~~an~~ and sunk, about 1000 yards off the port beam. The sinking was not accompanied by an explosion and the object more definitely was identified as a drifting net buoy rather than a floating mine. Following amounts of ammunition expended: 40MM - 112rds.; 20MM - 360rds.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
11°41'N 159°16'E	11°52'N 158°15'E	12°18'N 155°58'E

15 July - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>0800</u>
12°40'N 153°04'E	12°50'N 152°06'E	12°21'N 150°10'E

16 - July - Steaming as before. Exercised at Emergency Drills.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
11°18'N 147°02'E	10°57'N 146°05'E	10°28'N 144°13'E

17 July - (-10 zone description). Arrived Ulithi, Caroline Islands, and anchored in berth #43 at 1236..

POSITION

0800  
 10°06'N  
 140°39'E

18 July - Anchored as before.

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

War Diary (cont.)

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

July 1945

19 July - Anchored as before.

20 July - Underway to a point 10 miles south of Pig Island, Ulithi Atoll, where we pumped 50,000 gallons of contaminated fuel oil over the side. At completion of exercise returned to previous anchorage.

21 July - Shifted anchorages - moving to berth #408.

22 July - Underway to go alongside AO-20 in berth 116 for fuel. Received 121,931 gallons of fuel oil and returned to berth #408.

23 July - Anchored as before.

24 July - Anchored as before.

25 July - Anchored as before.

26 July - Anchored as before.

27 July - Anchored as before.

28 July - Anchored as before.

29 July - At 0730 underway from Ulithi to Okinawa, Ryukyu Islands, in accordance with operation orders with Task Unit 94.18.19. Steaming in column of section guides with OTC and fleet guide in U.S.S. CHILTON APA-38, who is in convoy position #31. U.S.S. CASWELL in convoy position #12 and astern of U.S.S. ARCTURUS AKA-1. Convoy speed is 13 knots.

POSITIONS

1200  
10° 23' N  
139° 42' E

2000  
11° 52' N  
138° 32' E

30 July - Steaming as before. Received storm warning of a disturbance to the Northwest; speed was reduced and various evasive courses taken - mostly to the Eastward.

POSITIONS

0800  
14° 02' N  
137° 01' E

1200  
14° 50' N  
136° 22' E

2000  
16° 31' N  
136° 04' E

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

War Diary (cont.)

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

July 1945

31 July 1945 - Steaming as before at reduced speed and on evasive courses to keep well clear of storm area.

<u>0800</u>	<u>POSITIONS</u>	<u>2000</u>
18°11'N 136°16'E	1200 17°34'N 136°52'E	16°42'N 136°04'E

APPROVED:

SUBMITTED:

*F. M. Diffley*  
F. M. DIFFLEY,  
Lt. Comdr., USNR.  
Commanding Officer.

*F. H. Paul*  
F. H. PAUL,  
Lt., USNR.  
Navigator.

**U.S.S. CASWELL**  
 c/o PLEET POST OFFICE  
 San Francisco, California

WAR DIARYCONFIDENTIAL

August 1945

1 August - (-10 zone description). Steaming in convoy UOK 42 with Task Unit 94.18 19 enroute from Ulithi Atoll, Caroline Islands to Okinawa, Ryukyu Islands on various courses to evade typhoon to the west.

<u>0800</u>	<u>1200</u>	<u>2000</u>
17'37'N.	17'37'N.	18'00'N.
136'01'E.	135'43'E.	136'25'E.

2 August - Steaming as before.

<u>0800</u>	<u>1200</u>	<u>2000</u>
19'06'N.	19'20'N.	19'53'N.
134'46'E.	134'20'E.	133'21'E.

3 August - (-9 zone description). Steaming as before.

<u>0800</u>	<u>1200</u>	<u>2000</u>
21'15'N.	21'27'N.	22'28'N.
132'03'E.	131'43'E.	131'00'E.

4 August - Steaming as before.

<u>0800</u>	<u>1200</u>	<u>2000</u>
23'50'N.	24'13'N.	24'51'N.
129'23'E.	129'02'E.	128'53'E.

5 August - Steaming as before. At 0315 Flash Red, Control Yellow at Okinawa, 0340 General Quarters. Secured from General Quarters at 0415. At noon anchored in berth X-16, Machinata Anchorage, Okinawa. Set condition I-Able, commenced discharging cargo.

6 August - Anchored as before. Cargo being discharged from all hatches. Flash Red, Control Yellow at 0205. Commenced making smoke. No planes attacked.

7 August - Anchored as before. Cargo being discharged from all hatches. Flash Red, Control Yellow at 0204. No attacks made. Changed anchorage to berth H-144, Haguchi. Flash Red, Control Green at 2055, commenced making smoke.

142602



**U.S.S. CASWELL**  
 c/o PLEET POST OFFICE  
 San Francisco, California

War Diary (cont.)

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

August 1945

8 August - Anchored as before. Commenced making smoke at 0245 - Flash Red, Control Yellow - no attacks evidenced. Got underway for Saipan at 1102 in accordance with operating instructions of convoy OKS #19 after taking on mail for cargo.

9 August - Steaming as before. General Quarters at 1126 but no enemy planes sighted.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
24°39'N. 129°39'E.	24°17'N. 130°11'E.	23°33'N. 131°17'E.

10 August - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
22°39'N. 132°45'E.	22°22'N. 133°22'E.	21°53'N. 134°42'E.

11 August - Steaming as before. General Quarters drill.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
21°23'N. 136°27'E.	20°58'N. 137°01'E.	20°08'N. 138°14'E.

12 August - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
18°55'N. 139°50'E.	18°35'N. 140°25'E.	18°00'N. 141°30'E.

13 August - Steaming as before. All ship's clocks advanced one hour at 0100 (-10 zone description)

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
17°15'N. 142°56'E.	16°59'N. 143°21'E.	16°20'N. 144°10'E.

**U.S.S. CASWELL**  
c/o PLEET POST OFFICE  
San Francisco, California

War Diary (cont.)

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

August 1945

14 August - Steaming as before. Land sighted at 0600. Proceeded to anchorage berth L-39, Saipan Harbor.

POSITION

0800

15' 22' N.

145' 16' E.

15 August - Anchored as before. In broadcast over all circuits, through the Armed Forces Radio News Service, word was received of Japan's acceptance of the peace terms as set forth in the Potsdam Conference.

16 August - Anchored as before. Refueled from tanker anchored in berth L-27 and returned to berth L-39 after taking on 123,808 gallons of fuel oil.

17 August - Anchored as before. Mail cargo discharged.

18 August - Anchored as before. In accordance with ALNAV 196-45, thirteen (13) men were transferred to Receiving Station, Saipan for further transfer to the continental United States.

19 August - Anchored as before.

20 August - Anchored as before.

21 August - Anchored as before.

22 August - Anchored as before.

23 August - Anchored as before.

24 August - Anchored as before.

25 August - Anchored as before.

26 August - Anchored as before.

27 August - Anchored as before. Took aboard 63 sacks of U. S. Mail.

28 August - Anchored as before.

**U.S.S. CASWELL**  
 c/o PLEET POST OFFICE  
 San Francisco, California

War Diary (cont.)

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

August 1945

29 August - Underway at 1331 from Saipan to Okinawa in accordance with Com 7th Amphibious Forces Secret dispatch #231042.

POSITION2000

15'36'N.  
 145'24'E.

30 August - Steaming as before. At 1900 Changed to (-9 zone description).

POSITIONS0800

16'38'N.  
 143'57'E.

1200

17'04'N.  
 143'23'E.

2000

17'56'N.  
 142'08'E.

31 August - Steaming as before.

POSITIONS0800

19'03'N.  
 140'32'E.

1200

19'25'N.  
 139'59'E.

2000

20'14'N.  
 138'55'E.

APPROVED:

SUBMITTED:

*F. M. Diffley*  
 F. M. DIFFLEY,  
 Lt. Comdr., USNR.  
 Commanding Officer.

*F. H. Paul*  
 F. H. PAUL,  
 Lt., USNR.  
 Navigator.

U.S.S. CASWELL - AKA 72

WAR DIARY

REF NO 418  
REC NO  
REGIMENT NO 120

SEPTEMBER 1945

CONFIDENTIAL

(-9 Zone Description)

1 September - Enroute from Saipan, Mariana Islands, to Okinawa, Ryukyu Islands, in convoy SOK #32 at standard speed, 9.5 knots. O.T.C. in LST #1126.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
21° 15'N. 137° 16'E.	21° 33'N. 136° 49'E.	22° 07'N. 135° 53'E.

2. September - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
23° 06'N. 134° 12'E.	23° 35'N. 133° 34'E.	24° 24'N. 132° 24'E.

3 September - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
25° 14'N 130° 46'E.	25° 21'N. 130° 15'E.	25° 26'N. 129° 22'E.

4 September - Steaming as before. At about 0700 the convoy split with the U.S.S. CASWELL joining the unit going to Buckner Bay. O.T.C. of new unit in U.S.S. DEVOSA - AKA 27. At 1237 anchored in berth 124, Buckner Bay, Okinawa.

145955

- 5 September - Anchored as before. At 0903 underway in accordance with dispatch #040810 of Port Director, Buckner Bay, Okinawa, to shift anchorage to Naha Ko, Okinawa. In company with U.S.S. DEVOSA - AKA 27 (O.T.C.), U.S.S. TROUSDALE - AKA 79, and U.S.S. TATE - AKA 70. 1440 anchored outside Tokuchi (Oar Channel), Naha Ko, Okinawa.
- 6 September - Anchored as before.
- 7 September - Anchored as before.
- 8 September - Anchored as before. Commenced loading ship.
- 9 September - Anchored as before. Continued loading ship.
- 10 September - Anchored as before. 0230 completed loading ship. 1542 underway in accordance with ComPhibGrp 7 Dispatch #100505 from Naha Ko, shifting anchorages to Haguschi Beach, Okinawa. 1713 anchored in berth H-272 in Haguschi Anchorage.
- 11 September - Anchored as before. 0543 underway for Jinsen, Korea with Task Unit 78.1.17 in accordance with Movement Order #A710-45 of ComPhibGrp 7. In company with U.S.S. TATE - AKA 70 (O.T.C.), U.S.S. TROUSDALE - AKA 79, and U.S.S. DEVOSA - AKA 27. Escorted by U.S.S. HOLDEN (DE). Standard speed 14.5 knots.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
26° 40'N. 127° 19'E.	26° 45'N. 126° 02'E.	27° 59'N. 124° 38'E.

- 12 September - Steaming as before. At 1300 exercised the crew at emergency drills.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
30° 45'N. 125° 20'E.	31° 40'N. 125° 42'E.	33° 58'N. 125° 01'E.

13 September - Steaming as before. At 0913 anchored in 18 fathoms of water about 7 miles east of Makutaku to await the lifting of a heavy fog and for improved visibility. 1158 visibility somewhat improved and underway once more in single column being led through the channel by a DE. At 1632 anchored in berth G-5, Jinsen, Korea. At 1807 underway once again shifting berths to G-13 in order to be nearer the unloading beach. At 2030 commenced unloading ship.

POSITIONS

<u>0800</u>	<u>1200</u>
36° 36'N. 125° 30'E.	36° 55'N. 125° 57'E.

14 September - Anchored as before. Continued discharging cargo.

15 September - Anchored as before. At 0500 completed the discharging of all cargo. 1156 underway with Task Unit 78.12.8 to return to Haguschi, Okinawa. O.T.C. again in U.S.S. TATE - AKA 70. Standard speed 14.5 knots.

POSITION

2000  
35° 15'N.  
125° 17'E.

16 September - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
32° 53'N. 125° 21'E.	31° 50'N. 125° 34'E.	30° 07'N. 125° 15'E.

17 September - Steaming as before. In afternoon O.T.C. decided to delay arrival until following morning because of typhoon and unfavorable sea and made various course changes to westward to avoid heavy sea.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
27° 46'N. 125° 00'E.	27° 05'N. 125° 53'E.	27° 12'N. 126° 14'E.



18 September - Steaming as before. 1008 arrived Okinawa and anchored in berth H-275, Hagushi Anchorage.

POSITION

0800

26° 43'N.  
127° 21'E.

19 September - Anchored as before.

20 September - Anchored as before.

21 September - Anchored as before.

22 September - Anchored as before. Commenced loading ship. In afternoon we went along side AO-74 (U.S.S. SARANAC) in berth H-242 and refueled. After having received 164,497 gallons of fuel oil we returned to berth H-275.

23 September - Anchored as before. At 1500 completed loading all cargo scheduled to be loaded at Hagushi.

24 September - Anchored as before. At 0701 in accordance with dispatch #231745 from U.S.S. TATE - AKA 70 (O.T.C.) we got underway for Nago Wan anchorage where we were to resume loading the ship. At 0950 anchored in berth E-120, Nago Wan, Okinawa.

25 September - Anchored as before. At 0709 we shifted anchorages, moving nearer the beach in order to expedite loading operations. At 0735 anchored at the northeast edge of berth E-124, Nago Wan, Okinawa. 0800 resumed loading operations.

26 September - Anchored as before. 0435 completed loading ship. At 1528 underway in accordance with Movement Order #A712-45 with Task Group 78.1, TransRon 17, TransDiv 69 for Taku Bar off Tientsin, China. O.T.C. in U.S.S. CHILTON - APA 83 and standard speed set at 13 knots.

POSITION

2000

26° 44'N.  
127° 04'E.

27 September - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
27° 58'N. 124° 35'E.	28° 36'N. 124° 39'E.	30° 09'N. 125° 12'E.

28 September - Steaming as before. In the afternoon several floating mines were sighted and sunk by the DE escorts in the area about 10 miles west of Kokuzen To Island. No casualties resulted.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
32° 30'N. 125° 28'E.	33° 10'N. 125° 14'E.	34° 48'N. 124° 31'E.

29 September - Steaming as before. At 1700 retarded all ship's clocks one hour to conform with (-8) zone description.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
37° 14'N. 123° 29'E.	37° 45'N. 122° 42'E.	38° 35'N. 120° 27'E.

30 September - Steaming as before. 0729 anchored in 4 fathoms of water in Transport Division 69 Area at Taku Bar, China, and standing by for orders to commence unloading.

Submitted:

*F. H. Paul*  
F.H. PAUL,  
Lt., USNR,  
Navigator.

APPROVED:

*F. M. Diffley*  
F.M. DIFFLEY,  
Lt. Comdr., USNR,  
Commanding

U.S.S. CASWELL (AKA 72)

WAR DIARY

OCTOBER 1945

CONFIDENTIAL

(-8 Zone Description)

- 1 October - Anchored in Transport Division 69 anchorage at Taku Bar, China.  
2 October - Anchored as before.  
3 October - Anchored as before.  
4 October - Anchored as before. At 0900 commenced unloading ship.  
5 October - Anchored as before.  
6 October - Anchored as before. At 2325 completed unloading all troops and cargo.  
7 October - Anchored as before.  
8 October - Anchored as before.  
9 October - Anchored as before. At 2032 underway from Taku Bar, China in accordance with sorti plan of Commander Transport Squadron 17, No. 3-45, to form Task Unit 78.13.9. Enroute to Manila, Philippine Island with O.T.C. in U.S.S. CHILTON (APA 38). Standard speed 12.5 knots.  
10 October - Steaming as before.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
38°32'N. 120°51'E.	38°11'N. 121°48'E.	37°08'N. 123°23'E.

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11 October - Steaming as before. At 0800 increased standard speed to 13.5 knots.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
34°48'N. 124°22'E.	33°59'N. 124°49'E.	32°22'N. 125°25'E.

12 October - Steaming as before. At 2200 the U.S.S. HOLTON (DE 703), U.S.S. MONTAGUE (APA 98), U.S.S. SHAGIT (AKA 105) departed from convoy and proceeded as previously directed.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
29°48'N. 125°18'E.	28°52'N. 124°55'E.	27°18'N. 125°31'E.

13 October - Steaming as before.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
25°16'N. 124°15'E.	24°41'N. 123°35'E.	23°17'N. 122°25'E.

14 October - Steaming as before. At 1026 increased base speed to 13.8 knots.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
21°08'N. 121°01'E.	20°18'N. 120°47'E.	18°31'N. 120°08'E.

15 October - Steaming as before. At 1710 passed Corregidor Island abeam to starboard, distance 1/2 mile. At 1952 anchored in Berth 59, Manila Bay, P.I.

Positions

<u>0800</u>	<u>1200</u>
15°55'N. 119°31'E.	15°08'N. 119°47'E.

- 16 October - Anchored as before. At 0815 advanced all clocks one hour to conform with (-9) zone description.
- 17 October - Anchored as before. At 1246 underway to fuel. At 1412 moored starboard side to IX-122 in berth 512, Manila Bay, P.I. At 1727 underway to former anchorage. At 1806 anchored in berth 59, Manila Bay, P.I.
- 18 October - Anchored as before. At 0627 underway in accordance with dispatch No. 171217 of Commander Transport Squadron 17 from Manila Bay to Subic Bay, P.I. At 1106 anchored in Berth 127, Subic Bay, P.I. At 1530 received aboard three LCMs(6) from Boat Pool, Subic Bay, and delivered one LCVP to boat pool, Subic Bay, P.I. At 1625 underway from Subic Bay to Manila Bay, P.I. in accordance with dispatch No. 171217. At 2109 anchored in Berth 64, Manila Bay, P.I.
- 19 October - Anchored as before.
- 20 October - Anchored as before. At 1604 underway in accordance with dispatch No. 192330 of Commander Transport Squadron 17 from Manila Bay, P.I. to Kong Kong, China. O.T.C. in U.S.S. RANDALL (APA 224). U.S.S. CASWELL in position No. 8. Standard speed is 12 knots. At 2052 increased standard speed to 14.5 knots.
- 21 October - Steaming as before. At 1337 increased standard speed to 15 knots.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
16°30'N. 118°29'E.	17°12'N. 117°55'E.	18°37'N. 116°55'E.

- 22 October - Steaming as before. At 1045 U.S.S. assumed position No. 7 in column. At 1458 on various courses and at various speeds making approach to Junk Bay, Hong Kong, China. At 1617 anchored in Berth J-7, Junk Bay, Hong Kong, China.

Positions

<u>0800</u>	<u>1200</u>
20°48'N. 115°20'E.	21°36'N. 114°45'E.



23 October - Anchored as before. At 1056 underway from Junk Bay to Holt's Wharf, #2, Kowloon, China. At 1232 moored starboard side to Holt's Wharf, #2, Kowloon, China. At 1810 commenced embarking Chinese Army Troops and equipment. At 2245 completed embarking troops and equipment.

24 October - Anchored as before. At 0640 underway in accordance with Commander Transport Squadron dispatch No. 230432. At 1025 convoy formed in Cruising Disposition with O.T.C. in U.S.S. RANDALL (APA 224). U.S.S. CASWELL in position No. 4. Standard speed 8 knots. At 1449 increased standard speed to 12 knots. At 1455 increased standard speed to 14 knots.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
	21°53'N. 114°33'E.	21°45'N. 115°32'E.

25 October - Steaming as before.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
21°42'N. 118°02'E.	21°45'N. 119°07'E.	21°34'N. 121°05'E.

26 October - Steaming as before. At 1240 increased standard speed to 14.5 knots.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
23°48'N. 122°39'E.	24°25'N. 123°22'E.	25°50'N. 124°49'E.

27 October - Steaming as before.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
28°01'N. 124°26'E.	28°52'N. 124°48'E.	30°37'N. 125°31'E.



28 October - Steaming as before. At 0704 engine room reported breakdown - ruptured tube in port (2) boiler. Dropped out of formation. At 0710 steaming on #1 boiler at 9.5 knots following course of convoy. At 0805 increased speed to 11.5 knots.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
32°57'N. 125°10'E.	39°37'N. 125°02'E.	35°10'N. 124°23'N.

29 October - Steaming as before. At 1200 lighted off #2 boiler. At 1205 reduced speed to 10 knots and took station 1,000 yards astern of U.S.S. GENEVA (APA 86) in Transport Division 69. At 1332 No. 2 boiler put on the lines and steaming under full power.

Positions

<u>0800</u>	<u>1200</u>	<u>2000</u>
37°29'N. 123°11'E.	37°49'N. 122°25'E.	38°30'N. 121°12'E.

30 October - Steaming as before. At 0713 reduced speed to 5 knots making approach to anchorage. At 0905 anchored southeast of breakwater in Chinwangtao Road, Chinwangtao, North China. At 1839 underway for dock. At 1938 moored starboard side to Chinwangtao breakwater. At 2015 commenced debarking troops and equipment of the Chinese Army. At 2325 completed debarking troops and equipment.

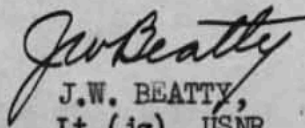
31 October - Moored as before. At 0809 underway to anchorage. At 0900 anchored southeast of breakwater in Chinwangtao Road, Chinwangtao, North China. At 1755 underway from Chinwangtao, North China to Kowloon, China in company with Transport Division 69. O.T.C. in U.S.S. RANDALL (APA 224); U.S.S. CASWELL in position No.4. Standard speed 11 knots.

Position

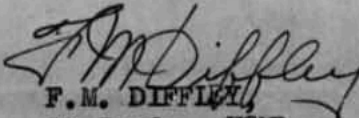
2000

39°37'N.  
119°54'E.

Submitted:

  
J.W. BEATTY,  
Lt.(jg), USNR  
Navigator

APPROVED:

  
F.M. DIFFLEY,  
Lt.Comdr., USNR  
Commanding

U.S.S. CASWELL (AKA 72)

WAR DIARY

NOVEMBER 1945

CONFIDENTIAL

(-9 Zone Description)

1 November - Steaming in convoy enroute from Chinwangtao, China to Kowloon, China in company with Transport Division 69. O.T.C. and guide in U.S.S. RANDALL (APA 224); U.S.S. CASWELL in position number 4. Standard speed 11 knots (57 R.P.M.); steaming at standard.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
38° 04'N. 121° 58'E.	37° 40'N. 122° 47'E.	36° 29'N. 123° 48'E.

2 November - Steaming as before. 0730 increased standard speed to 14 knots (77 R.P.M.). 0918 passed Kokuyan To Island abeam to port, distance 11 miles.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
34° 19'N. 124° 46'E.	33° 28'N. 125° 11'E.	31° 39'N. 125° 51'E.

3 November - Steaming as before.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
29° 15'N. 124° 53'E.	28° 05'N. 124° 27'E.	26° 34'N. 125° 23'E.

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4 November - Steaming as before. 1300 changed speed to 13 knots (71 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
24° 30'N. 123° 28'E.	23° 50'N. 122° 48'E.	22° 42'N. 121° 45'E.

5 November - Steaming as before. At 0848 changed speed to 14 knots (77 R.P.M.).  
At 2000 changed speed to 11.5 knots (62 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
21° 39'N. 120° 02'E.	21° 40'N. 119° 03'E.	21° 44'N. 117° 11'E.

6 November - Steaming as before. At 0745 increased speed to 13 knots (71 R.P.M.).  
At 0832 sighted Lema Islands bearing 290°T, distance 20 miles. At 0955 proceeding on various courses and speeds through swept channel to Junk Bay. At 1153 anchored in Berth J-1, Junk Bay, Hong Kong, China. At 1500 underway to fuel. At 1547 moored port side to U.S.S. CHETPACHET (AO 78) in Berth J-5, Junk Bay, Hong Kong, China.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
21° 50'N. 114° 39'E.		

7 November - Moored as before. At 0859 underway for anchorage. At 0921 anchored in Berth J-1, Junk Bay, Hong Kong, China. At 1712 underway for docks. At 1830 moored port side to Holt's Wharf #2, Kowloon, China. At 2130 commenced loading cargo and embarking troops of the Chinese 8th Army.

8 November - Moored as before. At 0630 completed loading cargo and embarking troops having taken aboard 1,022 troops and officers. At 0715 underway on various courses and speeds enroute from Kowloon, China to Tsingtao, China in accordance with Movement Order No. 1703-45 of Commander Transport Squadron 17 and Commander Transport Division 69 dispatch 071940/I. O.T.C. and guide in U.S.S. RANDALL (APA 224); U.S.S. CASWELL being #4 ship in column. Standard speed 14 knots (74 R.P.M.); steaming at standard.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
	21° 48'N. 114° 50'E.	21° 40'N. 116° 42'E.

9 November - Steaming as before. At 0158 changed speed to 12 knots (62 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
21° 38'N. 118° 27'E.	21° 24'N. 118° 44'E.	21° 27'N. 119° 58'E.

10 November - Steaming as before. At 0931 changed speed to 13 knots (70 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
22° 25'N. 121° 29'E.	21° 57'N. 121° 59'E.	24° 17'N. 123° 13'E.



11 November - Steaming as before. At 0530 sighted Sekibi Sho Island bearing  $336^{\circ}$ T, distance 19 $\frac{1}{2}$  miles. At 0800 changed speed to 12 knots (63 R.P.M.). At 1400 changed speed to 11.5 knots (60 R.P.M.). At 2000 changed speed to 11 knots (57 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
26 $^{\circ}$ 03'N. 125 $^{\circ}$ 04'E.	26 $^{\circ}$ 46'N. 125 $^{\circ}$ 29'E.	28 $^{\circ}$ 02'N. 124 $^{\circ}$ 41'E.

12 November - Steaming as before. At 1330 changed speed to 12 knots (63 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
29 $^{\circ}$ 52'N. 125 $^{\circ}$ 15'E.	30 $^{\circ}$ 24'N. 125 $^{\circ}$ 30'E.	31 $^{\circ}$ 49'N. 125 $^{\circ}$ 46'E.

13 November - Steaming as before. At 0900 sighted Koto Island bearing  $010^{\circ}$ T, distance 30 miles. At 1302 changed speed to 10.5 knots (53 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
34 $^{\circ}$ 02'N. 124 $^{\circ}$ 54'E.	34 $^{\circ}$ 31'N. 124 $^{\circ}$ 16'E.	35 $^{\circ}$ 11'N. 122 $^{\circ}$ 46'E.

14 November - Steaming as before. At 0513 changed speed to 9 knots (47 R.P.M.). At 0642 sighted Chalien Tao bearing  $262^{\circ}$ T, distance 8 miles. At 0705 changed speed to 12 knots (63 R.P.M.). At 0757 changed speed to 13 knots (70 R.P.M.). At 0942 acting independently and proceeding to anchorage. At 1028 anchored in Berth L-32, Tsingtao Outer Harbor, Tsingtao, China. At 1800 retarded all clocks one hour (-8).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
35 $^{\circ}$ 57'N. 120 $^{\circ}$ 48'E.		



(-8 Zone Description)

- 15 November - Anchored as before. At 0657 underway to dock. At 0824 moored port side to south side, Pier #3, Tsingtao, China. At 0830 commenced disembarking troops and discharging cargo. At 1605 all cargo and troops of Chinese 8th Army unloaded and disembarked. At 1624 underway for anchorage. At 1716 anchored in Berth A-41, Tsingtao Outer Harbor, Tsingtao, China.
- 16 November - Anchored as before.
- 17 November - Anchored as before.
- 18 November - Anchored as before.
- 19 November - Anchored as before.
- 20 November - Anchored as before.
- 21 November - Anchored as before. At 1845 embarked 69 officers and men for transportation to continental United States.
- 22 November - Anchored as before. At 0613 underway from Tsingtao, China to Seattle, Washington via Guam, Mariana Islands in accordance with the following orders: Commander in Chief, U.S. Pacific Fleet 190134, Commander Western Sea Frontier 200002, SOPA, Tsingtao 202325 and 210620 and Port Director, Tsingtao 210417. Standard speed 14.5 knots (80 R.P.M.). At 0828 took departure with Chalien Tao bearing 197°T, distance 1.7 miles. At 1415 increased speed to 16 knots (88 R.P.M.). At 2330 passed Kokuzan Tao abeam to port, distance 12 miles.

POSITIONS

0800

1200

2000

35° 30'N.  
121° 44'E.

35° 34'N.  
124° 01'E.

23 November - Steaming as before. At 0655 sighted and sunk mine, 32°01'N., 125°41'E. At 0805 sighted and sunk mine, 31°45'N., 125°47'E. At 1320 sighted and sunk mine, 30°26'N., 125°22'E.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
31° 45'N. 125° 47'E.	25° 43'N. 125° 28'E.	28° 55'N. 124° 35'E.

(-9 Zone Description)

24 November - Steaming as before. At 0000 all ship's clocks advanced one hour (-9 zone). At 2118 changed speed to 12.5 knots (69 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
26° 20'N. 126° 11'E.	25° 43'N. 127° 04'E.	24° 21'N. 128° 46'E.

25 November - Steaming as before. 0958 changed speed to 13.5 knots (73 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
22° 26'N. 130° 39'E.	21° 54'N. 131° 31'E.	20° 44'N. 132° 45'E.

26 November - Steaming as before. 0545 in accordance with Commander Western Sea Frontier 232338/Z and 241901/Z reversed course and proceeded to Sasebo, Japan via Okinawa Shima. 0937 changed speed to 12.6 knots (68 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
20° 01'N. 134° 13'E.	20° 39'N. 133° 34'E.	21° 57'N. 132° 12'E.

27 November - Steaming as before. At 1216 changed speed to 10.8 knots (60 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
23°44'N. 130°03'E.	24°30'N. 129°37'E.	25°04'N. 128°13'E.

28 November - Steaming as before. At 0214 changed speed to 12.6 knots (68 R.P.M.). At 0446 anchored off Naha, Okinawa Shima. At 1000 underway to fuel. At 1126 moored starboard side to U.S.S. KANGAROO (IX-121) in Berth H-322. At 1517 underway for anchorage. At 1530 anchored in Berth H-315 Hagushi, Okinawa Shima. At 1958 underway from Okinawa Shima to Sasebo, Japan in compliance with routing instructions of Port Director, Okinawa Shima of 28 November 1945. Standard speed 13 knots (72 R.P.M.).

29 November - Steaming as before. At 0352 changed speed to 13.6 knots (75 R.P.M.). At 1934 changed speed to 8.5 knots (50 R.P.M.).

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
28°33'N. 128°02'E.	29°28'N. 128°12.5'E.	31°13'N. 129°02'E.

30 November - Steaming as before. At 0531 changed speed to 10.8 knots (58 R.P.M.). At 0555 entered swept channel for Sasebo, Japan. At 0621 passed Nomo Saki abeam to starboard, distance 12.5 miles. 0647 changed speed to 14 knots (77 R.P.M.). At 0931 anchored off Sasebo Ko entrance, Kyushu. At 1203 underway for inner anchorage. At 1304 anchored in Berth #19, Sasebo Ko, Kyushu, Japan.

POSITIONS

<u>0800</u>	<u>1200</u>	<u>2000</u>
32°56'N. 129°30'E.		

Submitted:

*J.W. Beatty*  
J.W. BEATTY  
Lieut., USNR,  
Navigator

APPROVED:

*F.M. Diffley*  
F.M. DIFFLEY,  
Lt. Comdr., USNR  
Commanding

AKA 72/

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Room 2055

ROUTE NO: 03

18 JAN 1946

A12-1/AKA 72

U.S.S. CASWELL

c/o PLEET POST OFFICE  
San Francisco, California

CONFIDENTIAL

WAR DIARY

No. 1 of 1

No. 526

CONFIDENTIAL

December 1945

1 December - (-9 zone description) Anchored in berth #19, Sasebo Ko, Kyushu, Japan. Transferred 12 LCVP's and 8 LCM's to boat pool, Sasebo, in accordance with ADCOMPHIBS PAC orders #282039 of September 1945.

2 December - Proceeded from berth #19 to Dock E-2, Sasebo, Japan at various courses and speeds. Commenced loading cargo of the 5th Marine Division.

3 December - Moored as before. Continued loading cargo. 11 passenger officers detached to APA 191. 2 enlisted passengers detached to APA 191. Ensign A. L. MAIN, USN detached from duty for transfer to APA 191 for further transportation to U.S.A.

4 December - Moored as before. Continued loading ship.

5 December - Moored as before. Continued loading ship. Pursuant to verbal orders ComServDiv 103, of 3 December 1945, 15 enlisted men were transferred to ComSubRon 13 for further assignment. Pursuant verbal orders given by ComServDiv 103, 3 December 1945, 4 men were transferred to ComServDiv 103.

6 December - Moored as before. Completed loading of ship. 144 enlisted personnel and 14 officers reported aboard for transportation to the continental United States.

7 December - Moored as before. 0755 - Underway for San Diego, California enroute from Sasebo, Japan on various courses and speeds. 0900 - Took departure on base course 270°T. Standard speeds 15.9 knots (87rpm).

POSITION

0800

1200

2000

32°26'N  
129°28'E

30°55'N  
130°04'E

8 December - Steaming as before.

POSITION

0800

1200

2000

30°47'N  
133°47'E

31°08'N  
134°58'E

32°20'N  
137°13'E

9 December - Steaming as before.

POSITION

0800

1200

2000

33°47'N  
140°18'E

34°11'N  
141°07'E

34°39'N  
142°39'E

154769

AKA 72/

**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**  
 San Francisco, California

War Diary (cont.)

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

December 1945

10 - December - Steaming as before. (-10 zone description)

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
36'29"N	36'55"N	37'54"N
146'20"E	147'29"E	149'45"E

11 December - Steaming as before. ( )

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
39'24"N	39'51"N	40'29"N
153'37"E	154'48"E	157'26"E

12 December - Steaming as before. (-11 zone description)

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
41'22"N	41'37"N	41'52"N
161'01"E	162'16"E	165'05"E

13 December - Steaming as before.

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
42'16"N	42'25"N	42'40"N
169'26"E	170'44"E	173'46"E

14 December - Steaming as before. At 1425, crossed International Date Line at Latitude 43'02"N. (-12 zone description)

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
42'58"N	43'02"N	42'55"N
177'44"E	179'11"E	178'21"W

14 December - Steaming as before. (12 zone description)

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
42'55"N	42'55"N	42'49"N
173'42"W	172'27"W	169'49"W



**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**  
 San Francisco, California

War Diary (cont.)

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

December 1945

15 December 1945 - Steaming as before. (x11 zone description)

<u>0800</u>	<u>position</u>	<u>1200</u>	<u>2000</u>
42°45'N		42°39'N	42°20'N
166°00'W		164°44'W	161°59'W

16 December - Steaming as before. Sank net buoy in latitude 41°49'N, longitude 156°30'W. Ammunition expended: 1,254 rounds 20MM, 92 rounds 40MM. General quarters sounded at 1118, secured at 1131. (x10 zone description)

<u>0800</u>	<u>POSITION</u>	<u>1200</u>	<u>2000</u>
41°54'N		41°47'N	41°31'N
154°53'W		156°46'W	154°08'W

17 December - Steaming as before.

<u>0800</u>	<u>POSITION</u>	<u>1200</u>	<u>2000</u>
41°10'N		40°48'N	40°36'N
150°50'W		149°45'W	147°21'W

18 December - Steaming as before.

<u>0800</u>	<u>POSITION</u>	<u>1200</u>	<u>2000</u>
40°10'N		40°01'N	39°25'N
142°59'W		142°06'W	139°26'W

19 December - Steaming as before. (x9 zone description)

<u>0800</u>	<u>POSITION</u>	<u>1200</u>	<u>2000</u>
38°22'N		38°00'N	37°14'N
136°15'W		135°08'W	132°48'W

20 December - Steaming as before.

<u>0800</u>	<u>POSITION</u>	<u>1200</u>	<u>2000</u>
36°06'N		35°43'N	34°58'N
129°29'W		128°22'W	126°11'W

AKA 72/

**U.S.S. CASWELL**  
**c/o PLEET POST OFFICE**  
 San Francisco, California

War Diary (cont.)

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

December 1945

21 December - Steaming as before. (x8 zone description)

<u>0800</u>	<u>POSITION</u>	<u>2000</u>
34'12"N	1200	33'01"N
122'47"W	33'41"N	119'38"W
	121'48"W	

22 December - Steaming as before. 0805 - Anchored in berth #168, outer harbor, San Diego, California. 0948 - Underway to berth south side of "B" Street Pier. Customs inspector came aboard for inspection. Port Director came aboard. Moored port side to south side "B" Street Pier, standard mooring lines out, all lines doubled up. Disembarked troops and separatees. Stevedores commenced unloading ship. Lt. Comdr. C. H. C. GERARD, detached; LE BLANC, C. E. CCS transferred in accordance with ALNAV 209-45.

23 December - Moored as before. The following named men were detached: Nelson E. MALCIC Lt.(jg), USNR in accordance with ALNAV 395-45; Lt.(jg) Bruce N. DONNELLY, USNR detached in accordance with BuPers despatch 171551 of December 1945. Three officers who were aboard for transportation to the Continental United States left the ship for further assignment.

24 December - Moored as before. Lt.(jg) R. G. ANDERSON, USNR detached from this vessel. Ensign L. P. GABRIEL, USNR detached from this vessel. Pursuant to ALNAV 209-45, FOUNTAINE R. M. MM3c, USN transferred from this vessel. Pursuant to ALNAV 209-45, 308-45, MARBERRY, E. S. CEM, USN transferred from this vessel.

25 December - Moored as before. Completed unloading of all cargo with exception of ammunition. Pursuant ALNAV 395-45, 22 enlisted men detached from this vessel. One marine officer left the ship. Ensign John S. ROSS, SC(S), USNR reported aboard for duty.

26 December - Moored as before. One warrant and one enlisted man transferred from this vessel. 0753 - Underway from San Diego, "B" Street pier, for San Francisco, California on various courses and speeds in accordance with basic orders of ComWesSeaFron despatch #201714 and Com11NavDist routing memorandum #716 of 25 December 1945. Standard speed 15.5 knots (85rpm).

<u>0800</u>	<u>POSITION</u>	<u>2000</u>
	1200	
	32'37"N	33'19"N
	118'04"W	120'01"W

**U.S.S. CASWELL**  
 c/o PLEET POST OFFICE  
 San Francisco, California

War Diary (cont.)

CONFIDENTIAL

December 1945

27 December - Steaming as before. Entered San Francisco Bay. 1705 - Proceeded to anchorage #7. Anchored in anchorage #7.

	<u>POSITION</u>	
<u>0800</u>	<u>1200</u>	<u>2000</u>
35°46'N	36°42'N	
121°51'W	122°55'W	


28 December - Changed anchorage from #7 to anchorage #13. Lt. R. D. WALTER (MC), USNR detached from duty aboard this ship.

29 December - Anchored as before. 52 enlisted men left ship on 17 day leave. Two enlisted men were transferred from the ship. Leave was granted to 5 officers.

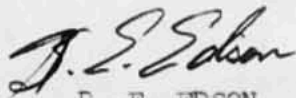
30 December - Anchored as before.

31 December - Anchored as before.

APPROVED:

  
 F. M. DIFFLEY,  
 Lt. Comdr., USNR.  
 Commanding

SUBMITTED:

  
 B. E. EDSON,  
 Lt.(jg), USNR.  
 Asst. Navigator

AKA 72/A12-1  
Serial 174

U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

**CONFIDENTIAL**

5 October 1945

From: The Commanding Officer.  
To: The Secretary of the Navy.  
Subject: Ship's History - U.S.S. CASWELL (AKA 72).  
Reference: (a) ALPAC 202 of September 1945.  
Enclosure: (A) History of U.S.S. CASWELL (AKA 72).

1. Enclosure (A) is herewith forwarded, in accordance with reference (a).

*F. M. Diffley*  
F. M. DIFFLEY

cc:

CincPac  
AdComPhibsPac



*Diffley*  
RECEIVED S-G FILES  
Room 2055  
OCT 1945  
File No. (00) 72-1/AKA 72  
Doc. No. \_\_\_\_\_  
Copy No. 103  
No. No. 430

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U.S.S. CASWELL  
c/o PLEET POST OFFICE  
San Francisco, California

**CONFIDENTIAL**

OUTLINE HISTORY OF THE U.S.S. CASWELL AKA 72

PRE-COMMISSIONING

The U.S.S. Caswell, AKA 72, was built by the North Carolina Ship Building Company at Wilmington, N. C., for the Maritime Commission. The hull, an improved version of the C-2 type, was launched 24 October 1944. The Caswell was inspected by both the Maritime Commission and the Navy and after being accepted by the former was taken over by the Navy.

Prior to commissioning, the Prospective Commanding Officer, the heads of department and certain key ratings assembled at the building yard. The larger part of the ship's company was assembled at Newport, R. I., Navy Training Station for a period of training of about two months duration designed to familiarize the Caswell's crew with each other and with their prospective duties.

It is considered that the leavening of experienced officers and men was insufficient to render the Newport training of much value. Much emphasis was placed on the making-up of a large and complete ship's organization book, containing bills for every conceivable evolution. It is believed that a shorter book, providing only a skeletal organization would have sufficed and that the experienced officers engaged in this enterprise could have been better employed in the supervision of their men.

It has proved necessary to revise in every particular the ship's organization book, based on a standard "Organization for AKAs", which was produced at Newport.

The boat group of the Caswell, both officers and men, was assembled at Ft. Pierce, Florida. Emphasis was placed on practical training in attack boats.

COMMISSIONING

The U.S.S. CASWELL, AKA 72, was placed in commission 0900, December 13, 1944, at the Charleston, S. C. Navy Yard, Captain G. E. Baker, USN, Captain of the Yard, was commissioning officer. Lieut. Comdr. F. M. Diffley USNR assumed the command; Lieut. C. H. C. Gerard USNR assumed duties as Executive Officer.

OUTFITTING

Outfitting was continued in the Charleston Navy Yard until December 15 and ship's stores and supplies were loaded at Clyde Mallery docks, Charleston, S. C. Deperming operations, trial run, alterations and installations were completed prior to getting underway for Hampton Roads, Va., 26 December 26, 1944.

SHAKEDOWN

A much curtailed shakedown schedule was carried out in Chesapeake Bay off Cape



U.S.S. CASWELL

c/o PLEET POST OFFICE  
San Francisco, California

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(OUTLINE HISTORY CONTINUED)

Charles City and the ship returned to Norfolk Navy Yard, Portsmouth, Va., for further installations and alterations. Difficulties were encountered at first by the ship's crew, with the somewhat complicated cargo gear.

FIRST CARGO LOAD

The Caswell departed for N.S.D. Bayonne, N. J., 7 January and there loaded 2408 tons of dry stores, beer and general stores. The ship departed 16 January for Canal Zone with U.S.S. M. J. Manuel, DE 351, as Task Unit 29.6.8 encountering rough seas and stormy weather upon leaving New York harbor.

Arriving at Colon Harbor, Panama, Canal Zone 22 January, the ship proceeded through the Canal and put in at Balboa Harbor to receive fuel. January 24 the ship was underway for Guadalcanal, traveling alone.

MUCH TRAINING NECESSARY

The trip was an excellent post-schedule shakedown cruise and was an opportunity to hold numerous emergency drills and to iron out the wrinkles in the general organization of a newly commissioned ship.

During the cruise to Guadalcanal the organization of the boat group was altered from its original status of a single division. The boat crews were divided into three divisions of seamen, L-1, L-2 and L-3 attached to the 1st, 2nd and 3rd deck divisions, and L-E division attached to the engineering department. This new organization provided for closer cooperation and a higher degree of efficiency.

ASSIGNED TO TRANSDIV 35

On February 14th the Caswell anchored off Lunga Point, Guadalcanal, and was assigned to TransDiv 35 of TransRon 12 in the Fifth Fleet. After discharging cargo for Guadalcanal, the ship moved to Tulagi Harbor, Florida Island, and completed unloading cargo.

Combat loading of the ship was completed at Guadalcanal, 28th February, with 2185 tons of equipment for the Sixth Marine Division aboard. The ship was underway for maneuvers with Task Group 53.1 on March 1. On March 8 the ship anchored off White Rock Cove, Florida Island, for a week of logistics, fueling and completion of loading of all Marine equipment and troops. March 15-21 the ship was underway with Task Group 51.11 for Ulithi, Western Caroline Islands.

INVASION OF OKINAWA

The Caswell departed Ulithi on March 27 with Task Unit 53.1.2 for Okinawa, Gunto, arriving at the target with the northern attack group on April 1st. In heavy seas on the



U.S.S. CASWELL  
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San Francisco, California

## CONFIDENTIAL

(OUTLINE HISTORY CONTINUED)

night of March 30, the ship rolled an estimated 30 to 35 degrees and because of faulty welding, boat skids on number 5 hatch carried away. One LCM and one LCVP were lost overboard.

Unloading operations during the first days of the Okinawa invasion were hindered by rough seas and continuing air attacks by the Japanese. Landing boats of the Caswell were used on the first day of the invasion to carry troops from other transports into the beach.

Carrying a greater number of tons of cargo than other ships in the group, the Caswell was among the first to complete unloading. The ship was 100% unloaded by April 8th.

Painted on the sides of the Bridge of the Caswell are two small Japanese flags, indicating that the ship destroyed two enemy planes during the Okinawa invasion. One plane was shot down by a Caswell tank lighter, (LCM #4).

On April 7 the Caswell moved with another transport to an unprotected point 7 miles further north of Point "Bolo". From this point the remaining supplies were placed on the beach to be more readily accessible to the Marines who had pushed northward on the island.

The ship was underway on April 9th with Task Unit 51.29.11 for Saipan, Marianas. At Saipan the Caswell was routed to Pearl Harbor and arrived there April 24.

### CARGO CARRIED TO WEST COAST

May 9-14 the ship was loaded at Pearl Harbor and departed May 14 for San Francisco, California, traveling alone. May 20-28 the ship was unloaded and departed for Seattle, Washington, traveling alone.

### SECOND CARGO FOR OKINAWA

Arriving Seattle May 31, the ship was loaded with garrison equipment for Okinawa. On June 16, a fire in number 2 hold caused slight material damage and no injury to personnel. Cause was undetermined. The ship departed June 20 and arrived Eniwetok, Marshall Islands, July 3. The ship departed 13 July for Ulithi and remained at anchor there July 17-29. On July 29th the Caswell was again underway for Okinawa, traveling in convoy.

The second unloading at Okinawa was carried out in record time and the ship departed August 8th for Saipan.

### CARGO TO JINSEN, KOREA

After being at anchor Saipan August 14-29 the Caswell departed for Okinawa with

AKA 72/

PAGE IV

U.S.S. CASWELL  
c/o FLEET POST OFFICE  
San Francisco, California

**CONFIDENTIAL**

(OUTLINE HISTORY CONTINUED)

Convoy SOK 32. The ship loaded equipment and troops at Naha, Okinawa, completing the loading September 10 and departing September 11 in convoy for Jinsen, Korea. Arriving 13 September, the ship was unloaded and underway 15 September, again traveling in convoy for Okinawa.

CARGO FOR CHINA

Arriving at Okinawa September 18 the Caswell loaded at Hagushi and at Nago Wan, departing on September 25th with Task Group 78.1, TransRon 17, TransDiv 69, for Tientsin, China.

Reg. No.

149

113 5 01980

R. S. No.

CONFIDENTIAL

## ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

LOCATION OF SHIP OKINAWA JIMAU.S.S. CASWELL (AKA 72)DATE 2 APRIL 1945

1. SURPRISE ATTACK (yes or no) NO
2. METHOD PICKING UP PLANE (Radar, binoculars, naked eye) BINOCULARS  
(If by Radar state type of set) \_\_\_\_\_  
(a) Lookout(s) or special equipment detector operator(s):  
UNKNOWN  
(Name) \_\_\_\_\_ (Rate) \_\_\_\_\_ (Service No.) \_\_\_\_\_  
made initial contact by SIGHT  
(Sound), (Radar), (SLSD), (MAD), (Sight)
3. RANGE PLANE WAS PICKED UP (50 Miles, 30 miles, 10 miles, less than 5 miles)  
LESS THAN 5 MILES
4. NUMBER OF PLANES ONE
5. TYPE OF PLANE (Fighter, scout, dive-bomber) VAL Type of Attack  
BOMBING
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) \_\_\_\_\_
7. Guns firing 40 MM Size 40MM Number TWO  
Method of control DIRECTOR  
Method spotting BARGRAPH
8. AMMUNITION EXPENDED 40 ROUNDS
9. PERCENT SERVICE ALLOWANCE EXPENDED NEGOTIABLE
10. APPROXIMATE TIME TRACKING TO FIRST SHOT 30 SECONDS
11. APPROXIMATE TIME OF FIRST HITS NONE
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT ONE MINUTE

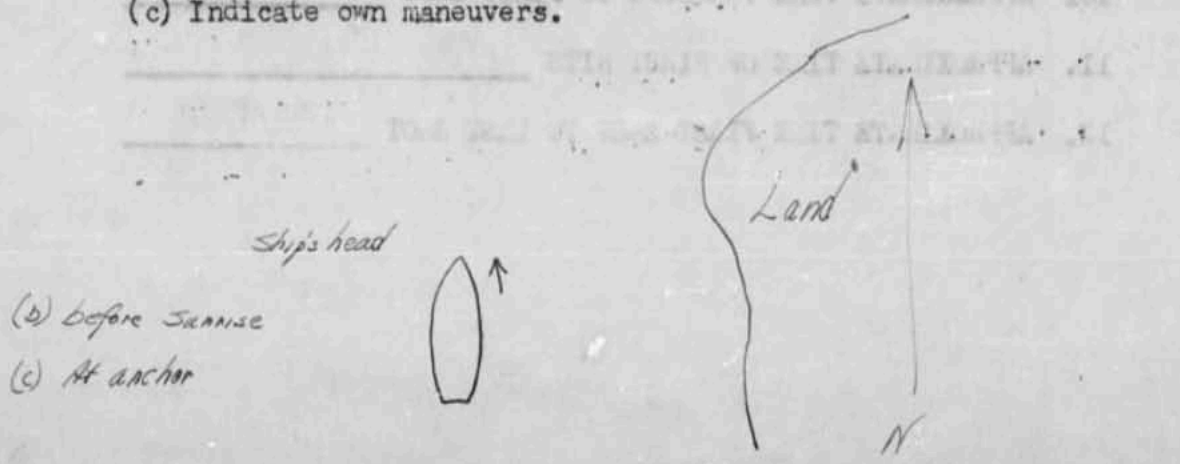
120318

13. APPROXIMATE POSITION ANGLE OPEN FIRE 65°
14. APPROXIMATE POSITION CEASE FIRE 65°
15. APPROXIMATE BEARING FIRST SHOT 055° relative
16. APPROXIMATE BEARING LAST SHOT 030° relative
17. APPROXIMATE RANGE FIRST SHOT 3,000 rds.
18. APPROXIMATE RANGE LAST SHOT 3,000 yds.
19. APPROXIMATE ALTITUDE OF BOMB RELEASE NONE TYPE BOMB \_\_\_\_\_
20. APPROXIMATE RANGE TORPEDO RELEASE NONE SIZE OF TORPEDO \_\_\_\_\_
21. HITS ON SHIP NONE WAS SHIP STRAFED NO SIZE GUN \_\_\_\_\_
22. NUMBER NEAR BOMB MISSES NONE CASUALTIES FROM NEAR MISSES NONE
23. PLANES SHOT DOWN - SURE NONE POSSIBLE NONE DAMAGE \_\_\_\_\_
- BY WHAT SIZE GUN \_\_\_\_\_
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE NONE
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) EXCELLENT
26. PATTERN SIZES (Large, small excessive) SMALL

1945 MAY 11 09 35  
 U.S. FLEET RECEIVED  
 00 11 09 35

SKETCH

- (a) Indicate direction of attack relative ship's head.  
 (b) Show relative position of sun.  
 (c) Indicate own maneuvers.





Reg. No. 149

R. S. No. 5 01970

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

LOCATION OF SHIP OKINAWA JIMA U.S.S. CASWELL (AKA 72)

DATE 6 APRIL 1945

1. SURPRISE ATTACK (yes or no) YES
2. METHOD PICKING UP PLANE (Radar, binoculars, naked eye) NAKED EYE  
(If by radar state type of set) \_\_\_\_\_
- (a) Lookout(s) or special equipment detector operator(s):  
COLE, Foster S. Slc 906 09 58  
(Name) (Rate) (Service No.)  
made initial contact by SIGHT  
(Sound), (Radar), (SESD), (MAD), (Sight)
3. RANGE PLANE WAS PICKED UP (50 miles, 30 miles, 10 miles, less than 5 miles)  
LESS THAN 5 MILES
4. NUMBER OF PLANES ONE (1)
5. TYPE OF PLANE (Fighter, scout, dive-bomber) VAL Type of Attack \_\_\_\_\_
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) \_\_\_\_\_
7. Guns firing ONE (1) Size .50 CAL. Number ONE  
Method of control RING SIGHT  
Method spotting PARRAGE
8. AMMUNITION EXPENDED 175 ROUNDS
9. PERCENT SERVICE ALLOWANCE EXPENDED NEGLIGIBLE
10. APPROXIMATE TIME TRACKING TO FIRST SHOT 15 SECONDS
11. APPROXIMATE TIME OF FIRST HITS 1900
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT TWO MINUTES

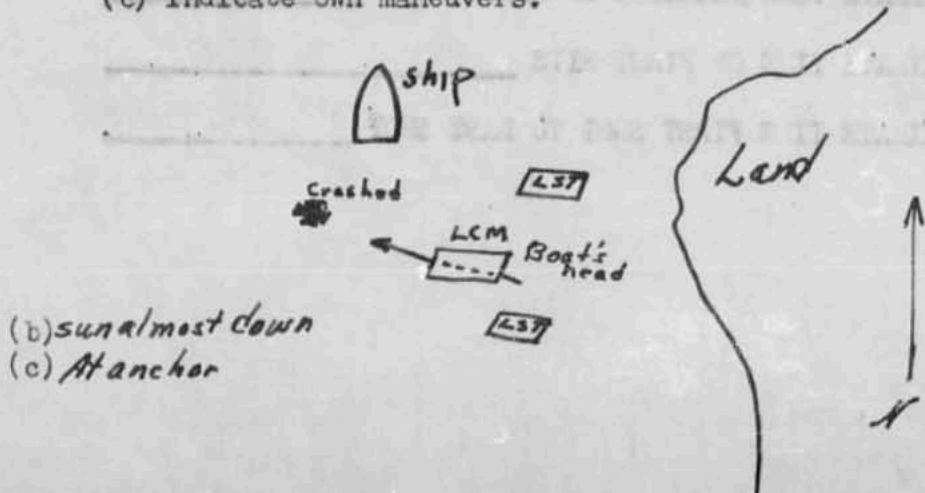
X

13. APPROXIMATE POSITION ANGLE OPEN FIRE 25°
14. APPROXIMATE POSITION CLOSE FIRE 20°
15. APPROXIMATE BEARING FIRST SHOT 010° R
16. APPROXIMATE BEARING LAST SHOT 180° R
17. APPROXIMATE RANGE FIRST SHOT 2500 yds
18. APPROXIMATE RANGE LAST SHOT Crashed
19. APPROXIMATE ALTITUDE OF BOMB RELEASE NONE TYPE BOMB \_\_\_\_\_
20. APPROXIMATE RANGE TORPEDO RELEASE NONE SIZE OF TORPEDO \_\_\_\_\_
21. HITS ON SHIP NONE WAS SHIP STRAFED NO SIZE GUN \_\_\_\_\_
22. NUMBER NEAR BOMB MISSES NONE CASUALTIES FROM NEAR MISSES \_\_\_\_\_
23. PLANES SHOT DOWN - SURE ONE (1) POSSIBLE \_\_\_\_\_ DAMAGE \_\_\_\_\_  
 BY WHAT SIZE GUN .50 CAL.
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE Firing was by one  
of this ship's LCM(3)s while near the beach. Shots were seen hitting  
the fuselage and one wheel was seen to be missing.
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) 35
26. PATTERN SIZES (Large, small excessive) \_\_\_\_\_

1945 MAY 1 09 35  
 COMMANDER IN CHIEF  
 U.S. FLEET  
 PROJECT

SKETCH

- (a) Indicate direction of attack relative ~~ship's~~ boat's head.  
 (b) Show relative position of sun.  
 (c) Indicate own maneuvers.





Reg. No. 149  
R.S. No. 5 01973

113  
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ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

LOCATION OF SHIP OKINAWA U.S.S. CASWELL (AKA 72)  
DATE 6 APRIL 1945

1. SURPRISE ATTACK (yes or no) NO
2. METHOD PICKING UP PLANE (Radar, binoculars, naked eye) BINOCULARS.  
(If by Radar state type of set) \_\_\_\_\_  
(a) Lookout(s) or special equipment detector operator(s):  
UNKNOWN  
(Name) \_\_\_\_\_ (Rate) \_\_\_\_\_ (Service No.) \_\_\_\_\_  
made initial contact by SIGHT  
(Sound), (Radar), (SLSD), (M/D), (Sight)
3. RANGE PLANE WAS PICKED UP? (50 Miles, 30 miles, 10 miles, less than 5 miles)  
LESS THAN FIVE (5) MILES.
4. NUMBER OF PLANES ONE (1).
5. TYPE OF PLANE (Fighter, scout, dive-bomber) ZERO Type of Attack \_\_\_\_\_
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) \_\_\_\_\_
7. Guns firing 40MM ; 20MM Size 40MM & 20 MM Number 4 40MM; 8 20MM.  
Method of control 40MM DIRECTOR; 20 MM LOCAL.  
Method spotting BARRAGE.
8. AMMUNITION EXPENDED 90 ROUNDS 20MM; 52 ROUNDS 40MM.
9. PERCENT SERVICE ALLOWANCE EXPENDED NEGLECTIBLE
10. APPROXIMATE TIME TRACKING TO FIRST SHOT 30 SECONDS
11. APPROXIMATE TIME OF FIRST HITS 1613
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT 1-1/2 MINUTES.

X

- 65
13. APPROXIMATE POSITION ANGLE OPEN FIRE \_\_\_\_\_  
45
14. APPROXIMATE POSITION CEASE FIRE \_\_\_\_\_  
050 R
15. APPROXIMATE BEARING FIRST SHOT \_\_\_\_\_  
350 R
16. APPROXIMATE BEARING LAST SHOT \_\_\_\_\_  
2300
17. APPROXIMATE RANGE FIRST SHOT \_\_\_\_\_  
2900
18. APPROXIMATE RANGE LAST SHOT \_\_\_\_\_  
NONE NONE
19. APPROXIMATE ALTITUDE OF BOMB RELEASE \_\_\_\_\_ TYPE BOMB \_\_\_\_\_  
NONE NONE
20. APPROXIMATE RANGE TORPEDO RELEASE \_\_\_\_\_ SIZE OF TORPEDO \_\_\_\_\_  
NONE NONE
21. HITS ON SHIP NONE WAS SHIP STRAFED \_\_\_\_\_ SIZE GUN \_\_\_\_\_  
NONE NONE
22. NUMBER NEAR BOMB MISSES, NONE CASUALTIES FROM NEAR MISSES \_\_\_\_\_  
ONE (1)
23. PLANES SHOT DOWN - SURE \_\_\_\_\_ POSSIBLE \_\_\_\_\_ DAMAGE \_\_\_\_\_  
BY WHAT SIZE GUN 40MM & 20MM 1945 MAY 11 09 30  
EXCELLENT
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE \_\_\_\_\_  
NOT AVAILABLE
25. PERFORMANCE OF AMMUNITION (excellent, good, bad, poor) \_\_\_\_\_  
SMALL
26. PATTERN SIZES (Large, small-excessive) \_\_\_\_\_

COMM/NDER IN CHIEF  
 U.S. FLEET  
 RECEIVED

SKETCH

- (a) Indicate direction of attack relative ship's head.  
 (b) Show relative position of sun.  
 (c) Indicate own maneuvers.

(b) Sun setting.  
 (c) At anchor.



Reg. No. 149R. S. No. 5 01972113  
CONFIDENTIALANTI-AIRCRAFT ACTION BY SURFACE SHIPSLOCATION OF SHIP OKINAWA JIDAU.S.S. CASWELL (AKA 72)DATE 6 APRIL 1945

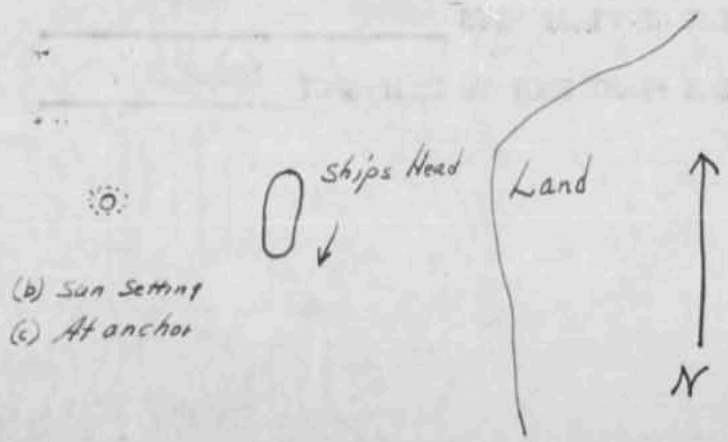
1. SURPRISE ATTACK (yes or no) NO
2. METHOD PICKING UP PLANE (Radar, binoculars, naked eye) NAKED EYE  
(If by Radar state type of set) \_\_\_\_\_  
(a) Lookout(s) or special equipment detector operator(s):  
\_\_\_\_\_  
(Name) \_\_\_\_\_ (Rate) \_\_\_\_\_ (Service No.) \_\_\_\_\_  
made initial contact by SIGHT  
(Sound), (Radar), (SPSD), (MAD), (Sight) \_\_\_\_\_
3. RANGE PLANE WAS PICKED UP (50 Miles, 30 miles, 10 miles, less than 5 miles)  
LESS THAN FIVE (5) MILES.
4. NUMBER OF PLANES ONE (1).
5. TYPE OF PLANE (Fighter, scout, diver-bomber) VAL Type of Attack \_\_\_\_\_
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) \_\_\_\_\_
7. Guns firing <sup>(1)</sup> 5"/38; <sup>(2)</sup> 40MM; <sup>(3)</sup> 20MM Size 5"; 40MM; 20MM. Number (1) 1; (2) 4; (3) 6.  
Method of control (1) Director. (2) Director. (3) local control.  
Method spotting BARGE
8. AMMUNITION EXPENDED 4 rds 5". 100 rds 40MM. 100 rds 20MM.
9. PERCENT SERVICE ALLOWANCE EXPENDED NEGLECTIBLE.
10. APPROXIMATE TIME TRACKING TO FIRST SHOT 30 SECONDS.
11. APPROXIMATE TIME OF FIRST HITS NONE
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT 2 MINUTES.

13. APPROXIMATE POSITION ANGLE OPEN FIRE 30°
14. APPROXIMATE POSITION CEASE FIRE 35°
15. APPROXIMATE BEARING FIRST SHOT 110 R
16. APPROXIMATE BEARING LAST SHOT 150 R
17. APPROXIMATE RANGE FIRST SHOT 7000
18. APPROXIMATE RANGE LAST SHOT 7000
19. APPROXIMATE ALTITUDE OF BOMB RELEASE NONE TYPE BOMB \_\_\_\_\_
20. APPROXIMATE RANGE TORPEDO RELEASE NONE SIZE OF TORPEDO \_\_\_\_\_
21. HITS ON SHIP NONE WAS SHIP STRAFED NONE SIZE GUN \_\_\_\_\_
22. NUMBER NEAR BOMB MISSES NONE CASUALTIES FROM NEAR MISSES \_\_\_\_\_
23. PLANES SHOT DOWN - SURE NONE POSSIBLE NONE DAMAGE NONE  
 BY WHAT SIZE GUN \_\_\_\_\_
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE \_\_\_\_\_  
NONE AVAILABLE
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) \_\_\_\_\_
26. PATTERN SIZES (Large, small, excessive) \_\_\_\_\_

1945 MAY 11 09 35  
 U.S. FLEET  
 RECEIVED  
 COMMANDER IN CHIEF

SKETCH

- (a) Indicate direction of attack relative ship's head.
- (b) Show relative position of sun.
- (c) Indicate own maneuvers.



Reg. No.

5/49

113

R. S. No.

01971

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

LOCATION OF SHIP OKINAWA

U.S.S. CASWELL (AKA 72)

DATE 6 APRIL 1945

1. SURPRISE ATTACK (yes or no) NO
2. METHOD PICKING UP PLANE (Radar, binoculars, naked eye) BINOCULARS  
(If by Radar state type of set) \_\_\_\_\_  
(a) Lookout(s) or special equipment detector operator(s):  
UNKNOWN  
(Name) \_\_\_\_\_ (Rate) \_\_\_\_\_ (Service No.) \_\_\_\_\_  
made initial contact by SIGHT  
(Sound), (Radar), (SESD), (MAD), (Sight)
3. RANGE PLANE WAS PICKED UP (50 miles, 30 miles, 10 miles, less than 5 miles)  
LESS THAN FIVE (5) MILES
4. NUMBER OF PLANES ONE (1)
5. TYPE OF PLANE (Fighter, scout, dive-bomber) VAL Type of Attack BOMBING
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) \_\_\_\_\_
7. Guns firing 5"/38; 40mm; 20mm Size 5"; 40mm; 20mm Number (1) 1; (2) 4; (3) 8.  
Method of control 5" local; 40mm direct; 20mm local.  
Method spotting SURFACE
8. AMMUNITION EXPENDED 1 round 5"; 48 rds 40mm; 370 rds 20mm.
9. PERCENT SERVICE ALLOWANCE EXPENDED NEGLECTIBLE
10. APPROXIMATE TIME TRACKING TO FIRST SHOT 30 SECONDS
11. APPROXIMATE TIME OF FIRST HITS NONE
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT ONE (1) MINUTE

X



13. APPROXIMATE POSITION ANGLE OPEN FIRE 20
14. APPROXIMATE POSITION CEASE FIRE 20
15. APPROXIMATE BEARING FIRST SHOT 060° R
16. APPROXIMATE BEARING LAST SHOT 030° R
17. APPROXIMATE RANGE FIRST SHOT 2500 yds.
18. APPROXIMATE RANGE LAST SHOT 2800 yds.
19. APPROXIMATE ALTITUDE OF BOMB RELEASE NONE TYPE BOMB NONE
20. APPROXIMATE RANGE TORPEDO RELEASE NONE SIZE OF TORPEDO \_\_\_\_\_
21. HITS ON SHIP NONE WAS SHIP STRAFED NO SIZE GUN \_\_\_\_\_
22. NUMBER NEAR BOMB MISSES NONE CASUALTIES FROM NEAR MISSES NONE
23. PLANES SHOT DOWN - SURE NONE POSSIBLE NONE DAMAGE NONE
- BY WHAT SIZE GUN NONE
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE \_\_\_\_\_  
NONE
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) EXCELLENT
26. PATTERN SIZES (Large, small, excessive) SMALL

945 MAY 1 09 3  
 U.S. FLEET  
 RECEIVED  
 COMMANDER IN CHIEF

SKETCH

- (a) Indicate direction of attack relative ship's head.  
 (b) Show relative position of sun.  
 (c) Indicate own maneuvers.

