

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE

18 December 1944

From: The Commanding Officer
To: The Commander in Chief, United States Fleet
Subject: War Diary for period between 18 November 1944
and 17 December 1944.
Reference: (a) CominCh serial 3899 of 19 October 1942

1. In accordance with the reference, the following record of events is submitted:

After commissioning on 18 November 1944, the ship moved to 33rd Street Pier, Brooklyn, New York, for provisioning and to make preparations for sea. In the forenoon of 23 November the U.S.S. TORRANCE sailed to the trial run area, in the vicinity of Oyster Bay, New York. Until Saturday, 25 November 1944 when the ship returned from her trial run little of interest occurred other than the routine difficulties of a new ship in her trial period. At 1300, 29 November 1944 the USS TORRANCE sailed for her shakedown in the Chesapeake Bay Area.

The voyage to Norfolk proved to be the real shakedown for the TORRANCE. Heavy seas were encountered the entire voyage, but the ship underwent her test with but little damage. After reporting to the Commander Amphibious Training Command, U. S. Atlantic Fleet, for duty, a shortened shakedown of two days duration completed the training period. Gunnery practice, using a towed sleeve, and compass calibration consumed the greater part of the period.

After another short period of yard availability, the ship berthed at the Naval Operating Base, Norfolk for loading and outward routing. However, the ship was not loaded, but it was assigned to Commander Task Unit 29.6.7 in the Suffolk (AKA 69), with the Stokes (AKA 68) completing the small convoy. In the morning of 11 December the task unit put to sea and set sail for the Canal Zone.

After clearing the Virginia Capes, the unit encountered heavy seas which rose to gale force and delayed the arrival of the three ships at their destination. At 0200 on the 12th the Suffolk and Torrance lost contact with the Stokes at about 34' 50" North and 73' West. After smoother water was reached further south, the Stokes rejoined the Unit at 1500 on 16 December at 17' North and 68' 46" West. The Torrance withstood the

Subject: War Diary for period between 18 November 1944
and 17 December 1944

seas again without undergoing damage of a very serious nature.

Mona Passage was navigated during the forenoon of 16 December, and Mona Island was the first land to be sighted. Late in the evening of the 17th the 19,000-foot Mt. Sierra Nevada de Santa Marta was sighted at 110 miles distance. On the whole, radar and TBS operation was good and helped greatly in the navigation of the ship.

George A. Euerle
GEORGE A. EUERLE

AKA76/ A12-1
SERIAL NO. 0-12

OF10/wmm

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, Calif.

223

Reg. No.	223
R. S. No.	

CONFIDENTIAL

1 February 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.
Subject: War Diary - Period 1 January to 31 -
January 1945 - submission of.
ENCLOSURE: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance
with current instructions.

GA Euerle
GEORGE A. EUERLE

Copy:
Cincpac,
Cincpoa.

117339

ENCLOSURE (A)
CONFIDENTIAL

Subject: War diary period 1 January, 1945 to 31 January, 1945.

1 January 1945 (Zone plus 6:00)

Steaming independently, enroute from Balboa, Canal Zone to San Francisco, California, in accordance with orders from commander Panama Sea Frontier. Pyramid Cone light was sighted at 0505 bearing 006° T at a distance of six miles. Point Arguello Light was sighted at 1800 bearing 051° T at twenty two and a half miles. At 0945 this date, January 2 Farrallon Island was sighted bearing 355° T, distance 15 miles, and at 1015 commenced steering various courses to conform with channel into San Francisco Harbor. Anchored in berth number twelve at 1338 awaiting further orders.

3 January 1945 (Zone plus 7:00)

Having received orders, underway again proceeding to Pier # 90B San Francisco for loading. At 0830 this date January 4, commenced loading cargo aboard as per instructions from Com. Twelve.

12 January 1945 (Zone Plus 7:00)

All loading having been completed, and all gear secured for sea, underway once more, enroute from San Francisco to Milne Bay, New Guinea, in accordance with routing and orders from Com. Twelve. Steaming around San Francisco Bay compensating compass before leaving the harbor. The job of compensating our compass having been completed we are underway to carry out basic orders. Steaming independently using U.S. Navy zig zag plan number six during the light hours of the day, proceeding to Milne Bay, New Guinea.

29 January 1945 (Zone minus 11:50)

At 0345 this date ULAWA Island was sighted bearing 245° T, at a distance of 33 miles, and at 1648 BELLAN Island was sighted bearing 194° T, distance twenty three miles.

31 January 1945 (Zone 11:10)

Sighted land bearing 330° T, distance 62 miles at 0637 this date. At 1105 Lieutenant Conley, Navy Pilot came aboard to take the ship into Milne Bay, New Guinea. At 1600 we moored alongside pier number two at Milne Bay having completed our voyage. The voyage was quiet, uneventful and no enemy action was encountered. Preparing to discharge cargo for this base and carry out remainder of basic orders.

AKA76/ A12-1
SERIAL NO. 0-11

223
OF10/wmm

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

Reg. No.	229
R. S. No.	

CONFIDENTIAL

1 March 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.
Subject: War Diary - Period of 1 February to 28 -
February 1945 - submission of.
ENCLOSURE: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance
with current instructions.

GEA Euerle
GEORGE A. EUERLE

Copy:
Cincpac,
Cincpoa,
ComdrTranSqdrrn, 17.

Subject: War Diary period 1 February, 1945 to 28 February, 1945.

1 February 1945 (Zone -11:10)

Moored alongside pier at Milne Bay, New Guinea, discharging cargo for this base before proceeding to Manus Admiralty Islands. At 1839 underway in accordance with orders proceeding, with pilot aboard, to Manus Admiralty Islands.

3 February 1945

Arrived off Manus in the early forenoon and anchored in Seedler Harbor awaiting further orders. The voyage from Milne Bay to Manus was routine with no enemy action encountered. Received orders and are underway proceeding to Los Negros to discharge Cargo. Arrived destination and commenced unloading operations early in the forenoon.

7 February 1945

The past three days have been spent in discharging cargo for Los Negros. Our orders are to proceed to Manus Docks and continue unloading the cargo on board for this base.

9 February 1945

At 1855 we had completed all unloading operations and got underway for Hollandia, New Guinea; We are proceeding independently in compliance with orders enroute to Hollandia, New Guinea.

10 February 1945

Arrived Hollandia New Guinea at 1700 this date, anchored and are awaiting orders from the Port Directors Office.

11 February 1945

Proceeding into harbor to go alongside docks to discharge remainder of Cargo and take aboard cargo for Leyte.

14 February 1945 (Zone - 9)

Completed unloading of cargo for Hollandia, and loading of Cargo for Leyte this date, and are preparing to proceed in Convoy to Leyte, P.I. at 1730 got underway in accordance with orders to take up position in convoy as ordered by G.T.C. in U.S.S. DOBBIN.

20 February 1945 (Zone - 9)

Arrived off Tarraguna, Leyte, P.I. in the late afternoon and proceeded to anchorage in San Pedro Bay. The voyage from Hollandia to Leyte was very quiet and no enemy action was encountered by the convoy. Upon arrival the convoy was dissolved and this ship carried out basic orders; reporting to ComTransRon 17 and Seventh Fleet as directed.

21 February 1945

Got underway and are proceeding to assigned anchorage in San Pedro Bay near Tarraguna, Leyte, P.I. to discharge cargo, and take on fuel and supplies before returning to former anchorage.

24 February 1945

Got underway about 0700 to return to former anchorage assigned by comTransRon 17 for loading of combat cargo from the beach.

27 February 1945

During the night a heavy sea and wind built up, making our anchorage rather dangerous, since our main propulsion machinery was out of order: undergoing repairs, just after midnight ATF34 was called alongside to tow us away from our present location further out to sea, where we are now anchored.

28 February 1945

We remain in our berth off Tarraquina, P.I. Taking aboard combat cargo of a mixed nature. U.S. ARMY Personnel and ships company are loading from small craft alongside.

There has been no enemy action during the month of February and conditions have been normal and rather quiet. We are making all preparation for operations that are to take place in the near future; holding daily drills, so that all hands will be prepared for any emergency.

AKA76/ A12-1
SERIAL NO. 0-13

OF10/wmm

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE

San Francisco, Calif.

Reg. No. 282

R. S. No. _____

CONFIDENTIAL

1 April 45

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.
Subject: War Diary - Period 1 March to 31 March 45.
ENCLOSURE: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance
with current instructions.

GA Euerle
GEORGE A. EUERLE

Copy:
Cincpac,
Cincpoa.
ComTransRon.17.

118407

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE

San Francisco, Calif.

CONFIDENTIAL

1 April 1945

ENCLOSURE (A): - War Diary - period 1 March to 31 March 45.

1 March 1945; ZONE 9:

Anchored off Tarraguna, Leyte, P.I., loading combat equipment aboard, of a mixed nature. Small craft are bringing the cargo from Tarraguna beaches and ship's personnel with the help of U.S. Army units of the 77th - Division are loading it aboard. A rough sea and heavy swells have been predominant in this anchorage, and such was the case today. Loading today was hampered and made more difficult to this condition. In the evening shortly before midnight enemy aircraft fire was observed. The ship went to General Quarters when the enemy entered the area and remained so until all clear was sounded.

2 March 1945:

Loading continued throughout night and day according to plan and on schedule. Again to-night we went to General Quarters when enemy planes were detected in the area. The enemy remained only a short time to-night, and no damage was done or bombs dropped. Heavy swells continued today as before.

3 March 1945:

Today loading continued at a rapid pace with only the condition of the sea showing our progress. No enemy planes entered the area today and all was quiet in this respect.

4 March 1945:

Equipment was loaded at a steady pace throughout the day. To-night the enemy sent planes over again, but no action resulted. In none of the raids in this area have we sighted a plane or fired a shot. Planes seem to keep well clear, coming only near enough to cause an alert.

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

1 April 1945

ENCLOSURE(A) - War Diary - period 1 March to 31 March 45,
(continued).

5 March 1945:

Drills were held during the day and loading continued on schedule. At 1300 this date March 7 all equipment and Army personnel were aboard. Loading was completed ahead of schedule, in spite of the fact progress was slowed many times by heavy swells. We had enemy planes in the area again to-night but no action occurred.

9 March 1945:

Got underway from anchorage off Tarraguna, Leyte, P.I., in the early forenoon, to test main propulsion machinery which, had undergone repairs. Returned to our former berth in the early evening having completed tests, with satisfactory results.

13 March 1945:

At 0809 got underway with other units of ComTransRon - Seventeen and formed in convoy formation. We are to make a practice landing on beaches in this area on the morning of 14 March. During the afternoon emergency turns, anti-aircraft firing, and other drills were held. We are making all preparations to meet the enemy with maximum efficiency should be encountered in the future.

14 March 1945:

Arrived in the transport area about 0400 this morning, and lowered designated boats over the side, after lowering boats we moved to assigned position off Cabugan Grande, P.I., Drills of all types were held today including the practice of evacuating casualties. An assigned number of our boats and crews made landings on the beaches nearby.

15 March 1945:

Remained in same anchorage today off landing beaches. Surigao Strait, Leyte P.I. Drills continued throughout the day.

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

1 April 1945

ENCLOSURE (A) - War Diary - period 1 March to 31 March 45,
(continued).

16 March 1945:

In the early afternoon convoy, with boats and equipment aboard, got underway for San Pedro Bay, P.I. Upon arrival San Pedro Bay, moored alongside U.S.S. ASMENDO to take on fuel.

17 March 1945:

Completed fueling this morning and proceeded in accordance with orders to assigned anchorage in Leyte Gulf off Rixey Dulag, P.I.

21 March 1945:

From 17 March until today we have been at anchor in Leyte Gulf off Dulag, P.I. Got underway in early afternoon with other units of TransRon 17. We are enroute from Leyte Gulf, P.I., to Kerama Retto, in the Okinawa area of the Ryukyus. This force will make landings upon arrival at the objective in accordance with operation order.

26 March 1945:

The voyage from Leyte, P.I. to Kerama Retto, in the Okinawa area was quiet and uneventful. The convoy held tactical maneuvers, anti-aircraft tracking, firing, and other drills while enroute to objective. This force arrived at the objectives in the early morning today. The boat group Commander from this vessel departed shortly after we arrived in transport area, to carry out assigned duties as wave guide. There was little enemy activity in the transport area today and no bombs were dropped. Got underway with other units of this force in the late afternoon and retired to sea in accordance with operation order.

27 March 1945:

Convoy returned to transport area off Crema Retto in the early morning in accordance with orders. The boat group Commander carried out his orders as wave guide again today. We encountered no enemy activity today and retired in the late afternoon for the night.

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

1 April 1945

ENCLOSURE (A) - War Diary - period 1 March to 31 March 45,
(continued).

28 March 1945:

Arrived in transport area early this morning and spent an uneventful day there. Boat group Commander carried out his orders as wave guide on the landing beaches. Retired to sea in the afternoon as usual.

29 March 1945:

Returned to transport area this morning with the convoy. Enemy planes entered the area but remained only a short time, and no bombs were dropped in our area. While carrying out night retirement plan the convoy was attacked by enemy planes but no damage was done.

30 March 1945:

Remained at anchor in vicinity of Kerama Retto today.

31 March 1945: ZONE 9:

Got underway in accordance with orders, and proceeded to Aka Shima, Okinawa group to transfer provisions to U.S.S. - BILOXY. Remained at anchor in this area throughout the night.

31

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, California

229
Reg. No. 323
R. S. No.

CONFIDENTIAL

1 May, 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.

Subject: War Diary - Period 1 April to 30 April 45.

ENCLOSURE: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.

GA Euerle
GEORGE A. EUERLE.

Copy:
Cincpac
Cincpoa
Comtransron 17.

121942

CONFIDENTIAL

ENCLOSURE(A): - War Diary - 1 April to 30 April 45.

1 April 1945: Zone - 9:

Anchored off Aka Shima, Kerama Retto in the Okinawa area. In the afternoon we got underway and carried out night retirement plan with other units in the area. Enemy planes were in the area to-day but no damage was inflicted upon this vessel.

2 April 1945:

While enroute from night retirement to action area this morning an enemy plane attacked the convoy. Batteries of this vessel opened fire and scored hits on the enemy plane, which was brought down by accompanying ship. We suffered no damage due to this attack and continued on course to anchorage near Kerama Retto.

In the late afternoon while underway carrying out night retirement plan with other transports and escorts, the convoy was attacked by six suicide planes. Considerable damage was done to two vessels that were hit by these planes. Our batteries scored many hits on two of suicide planes, and it is believed our fire was responsible for their destruction. No damage was done to this vessel during this inhuman attack by an enemy that cannot be considered civilized. We continued with units that were undamaged and carried out night retirement.

3 April, 1945:

Returned to our anchorage off Kerama Retto and remained there until ordered to get underway as directed. Proceeded with other transports and escorts enroute to an assigned awaiting area off Okinawa to await further orders. There was no direct enemy action tonight near this group.

4 April 1945:

Continued enroute to assigned awaiting area. No enemy planes were encountered to-day.

5 April 1945

Remained underway during the day steaming on assigned course in awaiting area.

CONFIDENTIAL

ENCLOSURE(A): - War Diary - period 1 April to 30 April 45,
(continued)

14 April 1945

The period from 4 April until this date has been spent operating in an assigned awaiting area, where fueling was accomplished. No enemy action has been encountered while in this area. Early this morning the convoy altered its course to proceed to Okinawa in accordance with instructions.

15 April 1945

Arrived off Okinawa this morning, and proceeded to assigned berth off Hagushi Beach.

16 April 1945

Remained at anchor off Hagushi Beach to-day, and on two occasions enemy planes came into the area. One enemy plane was observed shot down by our fighters. This vessel suffered no damage during these raids.

17 April 1945

Enemy planes were in the immediate area twice during the day but did no damage to this vessel.

18 April 1945

Remained at anchor again to-day until just before midnight, when we got underway to carry out a feint landing on assigned Okinawa Beaches, on the morning of April 19th. Proceeded in company with 11 other transport type vessels enroute to beaches.

19 April 1945

Arrived at destination and carried out feint landing as directed. Our troop contingent and boats were lowered away at the assigned time and carried out their orders, after which they returned to the ship and were hoisted aboard. All transport type vessels got underway about noon and returned to anchorage off Hagushi Beach.

CONFIDENTIAL

ENCLOSURE(A) - War Diary - period 1 April to 30 April 45,
(continued)

20 April 1945

Received orders this morning to proceed from Hagushi Beach with other transport type vessels to Ie Shima. Upon arrival Ie Shima commenced unloading ammunition. Experienced some difficulty in unloading due to the fact heavy mobile equipment had been loaded on hatches, and this priority equipment had not been unloaded. The ammunition had to be man-handled and with the efforts of all hands centered on this job we were able to accomplish our job. Returned with other units to Hagushi Beach in the afternoon and anchored.

21 April 1945

Moved nearer to the beach this morning making preparations to commence unloading. Enemy planes entered the area in the evening but inflicted no damage on this vessel.

22 April 1945

Commenced unloading mixed cargo into small craft alongside. Enemy planes stopped unloading operations on two occasions but did no damage.

23 April 1945

Unloading across Hagushi Beach, continued between enemy alerts, until orders were received to proceed to Ie Shima. Proceeded to Ie Shima and immediately began unloading into LSM's alongside. In the afternoon cargo for Ie Shima had all been unloaded and we returned to Hagushi Beach, with other units of Transron 17. The enemy came over this morning, but did no damage. Resumed unloading upon arrival here.

24 April 1945

Unloading across Hagushi Beach continued at a rapid pace to-day. The weather was cloudy with frequent showers and poor visibility most of the day. and this probably kept the enemy on the ground to-day.

26 April 1945

During the day of April 25th and today our unloading continued. We were hindered by enemy planes once to-day, but no damage was inflicted upon this vessel.

CONFIDENTIAL

ENCLOSURE(A): War Diary period 1 April to 30 April 45,
(continued)

27 April 1945

The enemy started early this date by sending planes against our forces, and they returned for the usual night raids. Most of our cargo has been unloaded and we should finish before the end of another day. Unloading operations were interrupted at varying intervals of time due to enemy air activity.

28 April 1945

All unloading was completed this date, and all gear has been secured for sea. Transferred two of our LCVP's with crews and smoke generators to boat pool for temporary duty. Enemy planes entered the area several times today, there were no direct attacks on ships in the anchorage.

30 April 1945

Remained at anchor April 29th and had the enemy with us several times as usual. Received orders to get underway this date, and proceeded with other transports and merchant ships to Saipan. Convoy following route as assigned by Convoy Commander.

The month of April has been an eventful one for this ship. We have been in sight of the enemy most of the time being harrassed and hindered many times in the raids. Most of the planes that have attacked have been on suicide missions. Few bombs have been dropped, but many planes have made suicide attacks, being successful on numerous occasions.

AKA76/ A12/wmm
SERIAL NO. 0-38

REG. NO 469
R. S. NO
REG. SHEET NO 249

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, California

CONFIDENTIAL

1 July, 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.
Subject: War Diary - Period 1 June to 30 June 45.
ENCLOSURE: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.

GA Euerle
GEORGE A. EUERLE.

Copy:
Cincpac
Cincpoa
ComTransron 17.

133349

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco Calif.

Subject: War Diary - period 1 June - 30 June, 1945.

1 June, 1945(Zone Plus 7:25)

A new month found the TORRANCE enroute from Saipan to San Francisco, California. General Quarters was held each morning and the crew and officers carried out assigned drills. On 2 June, twenty and forty M.M. guns fired at a smoke puff from a five inch burst. Each gun crew took part in this anti-aircraft practice.

In the early morning of 6 June, we arrived off San Francisco Bay. A pilot was picked up at the pilot vessel and accompanied the ship to her assigned berth in San Francisco Harbor.

The trip from Saipan to San Francisco, California was very quiet and no action was encountered.

6 June, 1945(Zone Plus 7)

The TORRANCE remained at anchor in her assigned berth, awaiting arrival of civilian workers, who are to accomplish voyage repairs, with the assistance of the ship's crew. An availability period has been granted and leave and liberty has been arranged to conform with this period. There is much to be done, but co-operation from all hands will insure completion on schedule.

From the day of our arrival until this date June 14th, voyage repairs were accomplished according to schedule. With a pilot aboard we made a trial run this date that proved successful. The trial run having been completed the vessel returned to her former anchorage for completion of all voyage repairs.

25 June, 1945

All repairs were completed prior to this date, and the ship got underway for Seattle, Washington to report to COM - THIRTEEN for loading. Our original orders, which called for loading in San Francisco were changed, and we are proceeding to Seattle instead.

27 June, 1945

The close of an uneventful voyage from San Francisco found the TORRANCE in the entrance of Puget Sound at daybreak this date. A pilot was picked up shortly after we entered the Sound and accompanied us to our berth alongside Pier #91, Seattle, Washington.

All preparations for loading had been made prior to

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE

CONTINUED FROM PAGE 1; period - 1 June - 30 June 1945

entering port, and shortly after the ship was moored alongside the dock cargo was being loaded aboard.

30 June, 1945

The TORRANCE remains moored to Pier #91, Seattle, Wash - ington, with loading ahead of schedule, Complete harmony and co-operation from all persons in the Yard and the Ship's Crew has enabled us to load rapidly and safely.

The entire month of June has been quiet due to our location and we have not been disturbed by the enemy. Much work has been accomplished during our stay in port without sacrificing leave or liberty, and all is in readiness for another voyage.

G.A. Euenle
G.A. EUENLE

AKA76/A12/wmm
SERIAL NO. 0-43

REG. NO 566
R. S. NO
REG. SHEET NO 194

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

1 August 1945.

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.
Subj: War Diary - Period 1 July to 31 July 1945.
Encl: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.

GA Euerle
GEORGE A. EUERLE.

Copy:
Cincpac
Cincpea
ComTransron 17.

139919

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE

San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 July - 31 July, 1945.

1 July 1945 (Zone Plus 7)

Loading operations continued today as the TORRANCE remained in her berth alongside Pier 91, Seattle, Washington. Loading is going along on schedule and will be completed on assigned date if unforeseen difficulties do not arise.

5 July 1945 (Zone Plus 7)

In the early forenoon this date all loading operations were completed and the ship made ready for sea. The TORRANCE got underway at noon in accordance with orders, proceeding to Guam, M.I. via Eniwetok, Atoll Group. We are proceeding alone at fifteen knots in accordance with routing instructions.

18 July 1945 (Zone Minus 12:05)

We arrived off Eniwetok, Atoll, Marshall Group, in the forenoon this date, and anchored in assigned berth. Our voyage was quiet and uneventful. All hands were exercised in various drills during the voyage.

We are awaiting onward routing to our destination Guam, M.I.

29 July 1945 (Zone Minus 12)

The period from 18 July until this date has been spent quietly at anchor off Eniwetok. Routine drills and a battle problem were carried out during this time.

Routing and orders to proceed to destination, Guam, M.I., were issued this date and the close of day found the TORRANCE underway once more. We are zig-zagging and following assigned routing, alone.

31 July 1945

We are still underway enroute from Eniwetok to Guam, M.I. at the end of this month, July 1945. All has been routine and quiet this month with no enemy action encountered.

G. A. Euerle
G. A. EUERLE.

AKA76/ A12/jfp
SERIAL NO. 0-47

REG. NO

R. S. NO

REG. SHEET NO 46

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

1 September 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.

Subj: War Diary - Period 1 August to 31 August 1945.

Encl: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.

GA Euerle
GEORGE A. EUERLE

Copy:
Cincpac
Cincpoa
ComTransron 17.

145553

AKA76/ A12/jfp
SERIAL NO. 0-47

U. S. S. TORRANCE (AKA-76)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 August - 31 August 1945.

1 August 1945

The TORRANCE completed a quiet and uneventful trip from Eniwetok to Guam this date. We are now anchored in Apra Harbor, Guam awaiting orders to proceed into the dock to discharge our cargo.

2 August 1945

This vessel shifted berths this morning, and we are now discharging Cargo at dock U, Guam.

9 August 1945

All preparations having been made, and orders issued the TORRANCE secured from unloading operations and proceeded into ABSD #6 this morning. The job of scraping and painting the bottom and repairing a damaged propellar commenced as soon as the drydocks was floated. Members of the ships company and dock workman are carrying out the work assigned.

17 August 1945

The repairs on the propellar and all other work on the bottoms was completed this date. We left the drydock, and are now moored in Apra Harbor. Unloading operations were resumed shortly after the ship was moored and only a minor portion of the total Cargo remains aboard.

18 August 1945

Unloading was completed this date, and we are standing by for further orders.

31 August 1945

The end of August finds the TORRANCE moored in Apra Harbor, Guam, awaiting further orders. This month has been a quiet one for this vessel, and no enemy action has been encountered.

Enclosure (a)

AKA76/A12/elc
SERIAL NO.

REG. NO 725
R. S. NO
REG. SHEET NO 45


U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

1 October 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D. C.
Subj: War Diary - Period 1 September to 30 September 1945.
Encl: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.


GEORGE A. EUERLE.

Copy:
Cincpac
Cincpoa
ComTransRon 17.

150259

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 September - 30 September 1945.

1 September 1945. Zone (-10:10)

The TORRANCE was in her berth Apra Harbor, Guam, until early afternoon this date, at which time she got underway for Leyte, P.I. in accordance with orders.

5 September 1945 (Zone (-9))

The voyage from Guam to Leyte was quiet and uneventful with no action encountered. Upon arrival we reported to ComTransRon 21 for logistics and duty as directed.

8 September 1945

Logistics having been completed the ship got underway for Guinan, Samar, and excess boats discharged as directed. Our next mission calls for the transporting of U. S. Army boats, this being the reason for discharging ship's boats.

9 September 1945

In accordance with orders the TORRANCE got underway enroute to Iloilo, Panay early this morning.

10 September 1945 (Zone -9)

We arrived and anchored in Iloilo, Panay harbor early today. After reporting to ComPhibGroup 13 in the U.S.S. ESTES, the job of loading elements of the 40th Division, U. S. Army, commenced. Ship's Company assisted by Army personnel will carry out the loading operation.

18 September 1945

Loading was completed on schedule this date, with men and equipment of the U.S.A. 40th Division embarked.

The TORRANCE in company with other vessels of Task Unit 78.22.21 got underway from Iloilo, Panay enroute to Jinsen, Korea. The O.T.C. is aboard the U.S.S. OAKHILL (LSD-7).

U. S. S. TORRANCE (AKA-76)
CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 September - 30 September 1945
(continued)

25 September 1945 (Zone -9)

Task Unit 78.22.21 arrived Jinsen, Korea, and anchored in assigned berths. The T.U. was dissolved upon arrival and each vessel reported to Port authorities for unloading.

Army representatives came aboard shortly after we came to anchor and unloading commenced the following morning, with ship's company and U.S. Army personnel doing the job.

30 September 1945

The end of September finds the TORRANCE at anchor Jinsen, Korea with the unloading of men and equipment of the U.S.A. 40th Division very nearly completed. This has been a busy month for us but no difficulties were encountered.

Enclosure (A).

A12-1(jfp)
054

U. S. S. TORRANCE (AKA-76)

FLEET POST OFFICE

San Francisco, Calif.

1 December 1945

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.
Subj: War Diary - Period 1 October to 31 October 1945.
Encl: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.

Gl Euerle
RECEIVED 3 U GEORGE A. EUERLE.
03 Room 215
DEC 17 DEC 1945
File No. *A12-1/AKA-76*
No. *1*
sp. No. *1*
No. *1*

Copy:
Cincpac
Cincpoa
ComTransRon 17.

153049

U. S. S. TORRANCE (AKA-76)

FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 October - 31 October 1945.

1 October 1945.Zone (-9)

The TORRANCE lay at anchor in Jinsen, Korea harbor until early forenoon this date. On flood tide we got underway, and are now enroute to San Pedro Bay, Leyte, P.I. The U.S.S. Seminole and the U.S.S. Kelphart APD 61 are in compay with us.

7 October 1945

After a very rough trip we arrived San Pedro Bay, and anchored as directed. There were several typhoons in the area during our voyage from Jinsen. On one occasion the convoy was forced by heavy weather to reverse its course for about twelve hours. In spite of the difficulties encountered, no material damage was inflicted upon this ship.

A six day availability was requested this date to effect necessary repairs on main propulsion machinery.

9 October 1945

We were still at anchor in San Pedro Bay, Leyte, P.I. when on affirmative answers to our availability request was received.

15 October 1945

All repairs have been made, supplies loaded, and other preparations made to get underway this date as directed.

We are enroute to San Fernando, Luzon, where we are to load troops and equipment for lift to Korea.

17 October 1945

The trip to San Fernando was a very quiet one. We are now anchored in the outer harbor in accordance with instructions.

19 October 1945

The TORRANCE is being loaded with elements of the Sixth Division, US Army, alongside the docks in the inner harbor.

U. S. S. TORRANCE (AKA-76)

FLEET POST OFFICE

San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 October - 31 October 1945.
(Continued)

20 October 1945

We completed loading, and returned to former anchorage to await orders.

26 October 1945

The TORRANCE got underway from her anchorage in the early afternoon. We are enroute to Jinsen, Korea, in company with the U.S.S. MATHEWS and U.S.S. LLOYD.

31 October 1945

The end of October found us nearing our destination, Jinsen, Korea, our trip from San Fernando, Luzon thus far has been very quiet and uneventful.

Enclosure (A)

Al2-1(jfp)
Ser No. 055

U. S. S. TORRANCE (AKA-76)

FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

9 December 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Navy Department, Washington, D.C.

Subj: War Diary - Period 1 November to 30 November 1945.

Encl: (A) Subject War Diary.

1. Enclosure (A) is forwarded in accordance with
current instructions.

RECEIVED SC-100

Room 21

ROUTE TO: *DS*

Glenn E. Everts
GEORGE A. Everts

27 DEC 1945

File No.

A12-1/AKA76

Doc. No.

Copy:

Copy No. *1* of *2*

CinCPac

CinCPac

ComTransRon 17

154378

Al2-1(jfp)
Ser No. 055

U. S. S. TORRANCE (AKA-76)

FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

Subject: War Diary - period 1 November-30 November 1945.

1 November 1945 (Zone - 7)

The TORRANCE arrived Jinsen, Korea, anchored in assigned berth and commenced unloading operations. Small craft from the base and ships boats are participating in the operations, which is being carried out on a twenty four hour basis.

4 November 1945

All elements of the Sixth Division U.S. Army, and equipment attached thereto, left the ship this date. The TORRANCE now lies at anchor in Jinsen Harbor awaiting orders.

19 November 1945

Patience has it's reward to-day the TORRANCE received orders to embark passengers to capacity, and proceed to Seattle, Washington.

21 November 1945

All passengers came aboard prior to noon this date, and shortly afterwards we got underway enroute for Seattle.

We are in company with the U.S.S. CIRCE (AKA-25). The TORRANCE and the CIRCE are to proceed together to an assigned position clear of mined waters, at which time the CIRCE will proceed to Japan, and the TORRANCE to Seattle

23 November 1945

Early this date we parted company with the U.S.S. CIRCE, and are now proceeding independently.

30 November 1945

The end of the month finds the TORRANCE plowing into a very heavy sea and wind. we continue enroute to Seattle, but at a greatly reduced speed. The weather has been very rough for the past two days and at present shows no signs of breaking, under present conditions we will not arrive at our destination on schedule, but we may be fortunate and have smoother sailing ahead.

Enclosure (A)

7 December 1944



From: The Commanding Officer.
To : The Secretary of the Navy.

Subj: Ship History.

Ref : (a) ALPAC #202-45. (b) ALPAC #318-45.

1. The following resumé is submitted in accordance with subject reference and is a brief but concise history of the U.S.S. TORRANCE (AKA-76).

2. Upon commissioning at the 14th Street Hoboken Yard of the Bethlehem Steel Company, the ship was directed to proceed to an assigned berth nearby where supplies could be taken on for her maiden voyage. During the ten-day period allotted, the ship was taken to Long Island Sound, and such tests as the Commanding Officer desired were carried out, to substantiate the fact that the equipment on board was ready for operation.

3. These activities were completed on 18 November 1944 and the ship cleared New York Harbor, setting course for Norfolk, Virginia arriving there the following night. While in this area arrangements were made to inspect and complete minor items necessary for the ship to conduct its primary mission. When these adjustments were finished on December 11th, the ship, in company with two other AKAs, departed for Balboa, Canal Zone.

4. After arrival in the Canal Zone the ship proceeded to San Francisco where, on arrival 2 January 1945, the ship was loaded with maintenance materials for South Pacific bases, which included Milne Bay, New Guinea, Hollandia, New Guinea and Manus Island in the Admiralty Group. On January 13th, the ship got underway and proceeded to the aforementioned ports, completing this mission in Hollandia, New Guinea on February 14, 1945. The ship was then directed to Leyte Gulf, Philippine Islands, where it was to undertake the first combat loading. By this time the ship was attached to Transport Squadron Seventeen, Transport Division Forty-Nine. During the latter part of February and first part of March, 1945, the ship anchored off Terraguna on the Island of Leyte, and was combat loaded with gear and men of the Engineers Division, Regimental Combat Team #305, U. S. Army. From March 14th to March 17, 1945, the ship engaged in a training attack order off Cabuagan Island on the coast of Leyte.

5. On the return from the training period logistics were completed and the ship on 21 March joined in convoy with Commander Western Islands Attack Group and proceeded toward Kerama Retto. On the morning of 26 March 1945, the ship participated in the

7 December 1945.

Subj: Ship History (cont'd).

landing and occupation of the islands forming what is known as the Kerama Retto Group. No men or materials were unloaded at Kerama Retto as the units embarked were of a reserve nature. The customary amphibious procedures were followed in accordance with the tactical plan. Later, in conformance with the tactical plan, the ship retired to an awaiting area, ready to proceed to the target area on Okinawa should its embarked units be needed. Arrival off Hagushi Beach was made on 15 April in preparation for unloading at Ie Shima, however during the early morning hours of 19 April 1945 the ship engaged with other vessels of the division in a feint attack and landing on the southeast coast of Okinawa which was carried out successfully.

6. On return to Hagushi anchorage off Okinawa the ship was directed to proceed to Ie Shima to effect the transfer of combat supplies as directed by the Squadron Commander. This was completed on the following morning and the ship returned to Hagushi Beach to unload the remainder of equipment and cargo on Okinawa.

7. Speed and dispatch was the keynote in unloading, although interrupted night and day by enemy air attacks, which delayed the completion of unloading until 28 April 1945. All during this period whether underway or at anchor the ship was subjected to attacks from suicide planes, boats and shore batteries, and took part in defensive combat action. While anchored at Hagushi Beach and unloading, the ship was forced to shift anchorages due to bombardment from the shore. The ship was credited with splashing two suicide planes and assisted in the splashing of many others while underway and at anchor.

8. By 5 May 1945 the ship had reached the Island of Saipan where it was to await further orders.

9. On May 22nd, orders were received to proceed to San Francisco, California where on arrival voyage repairs were made. The ship was then routed onward to Seattle, Washington, for a maintenance material loading for the Island of Guam. The loading was completed by 5 July 1945 and the ship departed as directed to Eniwetok. After a short stay there, the ship continued on to the Island of Guam where the cargo was discharged, whereupon the ship was directed to proceed to Leyte in the Philippines. The arrival at San Pedro Bay, Leyte Gulf, was on 3 September 1945, where logistics were completed and further orders directed to proceed to Iloilo, Panay, where the ship was to operate under Commander Amphibious Group Thirteen.

10. At Iloilo materials and equipment of the 40th Division engineers and boat group, U. S. Army, were loaded. On 18 September 1945 Iloilo Harbor, Panay, was cleared and the ship proceeded to Jinsen, Korea, where its cargo was discharged and directed to return to Leyte in the Philippines.

U.S.S. TORRANCE (AKA-76)
%Fleet Post Office
San Francisco, Cal.

7 December 1945.

Subj: Ship History (cont'd),

11. Arrival was made in San Pedro Bay, Leyte in the Philippines, on 7 October 1945. An availability period of six days was granted while in this area to effect repairs whereupon completing of logistics on October 14th the ship proceeded to the city of San Fernando, Luzon.

12. At San Fernando, Luzon, equipment and vehicles for the Sixth Infantry Division, U. S. Army, were loaded on board. On October 26, 1945, with 11 officers and 178 enlisted men of the Sixth Infantry Division, U. S. Army aboard, the ship in company with the U.S.S. MITCHEWS and U.S.S. LLOYD proceeded to Jinsen, Korea, where again the ship was unloaded. On November 20th and the morning of the 21st officers and men as directed by the Port Director, Jinsen, embarked on board in preparation for the return of this vessel to Seattle, Washington.

G. A. Euerle
G. A. EUERLE.

cc: SecNav (PubInfo) (3).
CinCPac (PubInfo) (3).
Flt Home Town News Center, 844 N. Rush St., Chicago, Ill. (3).
ComAdComPhibsPac (3).

A12
0-10

NAVY DEPARTMENT
U.S.S. TORRANCE (AKA 76)
c/o Fleet Post Office
San Francisco, Calif.
OFFICIAL BUSINESS

223

Reg. No.	225
R. S. No.	4 02983

CONFIDENTIAL

5 April 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
(Readiness Division).

Via : The Commander Amphibious Group (SEVEN).

Subject: Anti-Air Craft Action Reports - sub-
mission of.

Reference: (a) Cincpac, Conf. Ltr., ICL-45 of 1/1/45.
File No. A2-11/A12. Serial ICL-45.

ENCLOSURES: (A) Report of Action occurring at 0603
on April 2nd, 1945. P. 2
(B) Report of Action occurring at 1840
on April 2nd, 1945. P. 4

1. In accordance with reference (a),
enclosures (A) and (B) are forwarded herewith.

GEORGE A. EUEBLE

Copy to:
Cominch (Head. Div.),
Cincpac,
ComdrAmphbFor, PacFlt,
ComdrAmphbGrp, SEVEN.

117427

CONFIDENTIAL

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

Location of ship (area) Krema Retto U. S. S. TORRANCE
Zone Time -9 0603 Date 4/2/45

NOTES

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

1. Surprise attack (yes or no) Yes Day or night Dawn
2. Method picking plane up (Radar, binoculars, naked eye) Naked eye
3. Range plane was picked up (50, 30, 10, less than 5 miles) 2 miles
4. Total number of planes observed One Type Nate
5. Number of planes attacking own ship None Type --
6. Number of planes taken under fire by own ship One
(a) Of those attacking own ship -- Type --
(b) Others One Type Nate
7. Speed and altitude of approach in knots and feet 125 Knots 300 Ft.
8. Number of guns firing—by caliber 1- 40MM, 6- 20MM
9. Ammunition expended—by caliber 35- 40MM, 212- 20MM
10. Percent service allowance expended 1% 20MM, .2% 40MM
11. Method of control Local Method of spotting Tracer
Method of ranging Battery Officer Method of firing Automatic
12. Approximate time-tracking to first shot 10 Seconds
13. Approximate time of first hits 20 Seconds
14. Approximate time first shot to last shot 45 Seconds
15. Approximate position angle open fire 30
16. Approximate position angle cease fire 20
17. Approximate bearing first shot 070
18. Approximate bearing last shot 190
19. Approximate range first shot 1200 Yards Altitude of Plane 300 Ft.
20. Approximate minimum range aircraft approached 800 Yds Altitude 150 Ft.
21. Approximate range last shot 2000 Yds. Altitude of Plane 150 Ft.
22. Approximate altitude of bomb release 200 Ft. Size of bomb About 200 lbs.

(over)

23. Approximate range torpedo release --- Size of torpedo ---
 24. Number hits on ship by bombs --- by torpedoes --- Was ship strafed? No
 Size gun ---
 25. Number near bomb misses damaging ship None
 26. Planes shot down:

	SURE (By own ship alone)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
(b) Other aircraft	<u>---</u>	<u>1</u>	<u>---</u>	<u>---</u>

(An aircraft is considered destroyed "Sure," when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out).

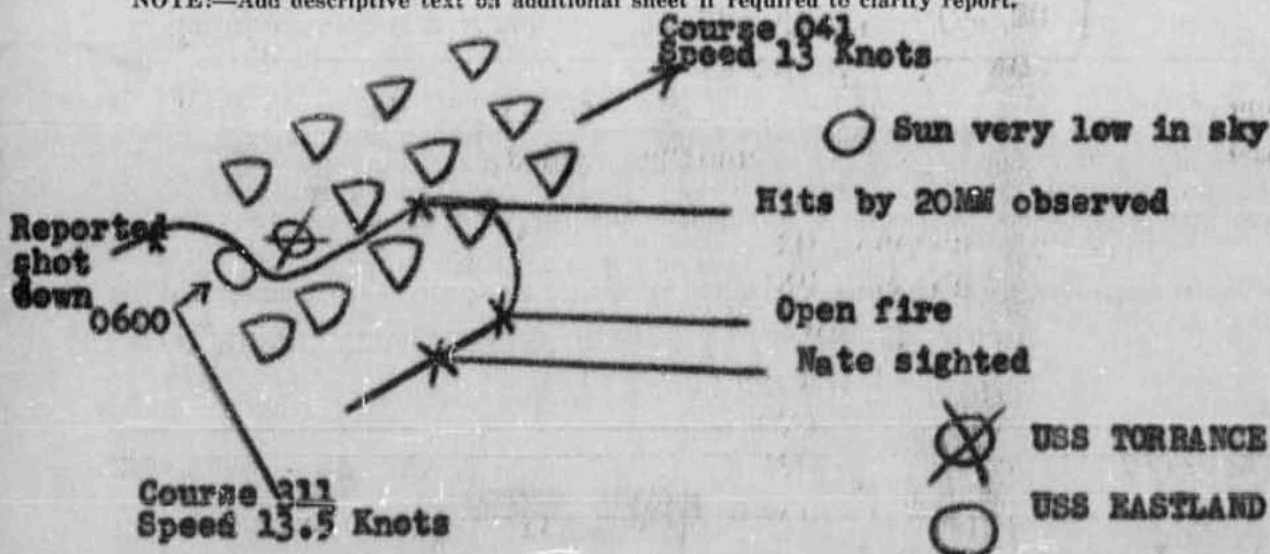
(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships).

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely).

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims).

27. Best estimate of size of gun or guns responsible for each "Sure" 20MM
 28. Performance of ammunition (excellent, good, bad, poor) Excellent
 29. What failures in material occurred in this action? None
 30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own maneuvers.

NOTE:—Add descriptive text on additional sheet if required to clarify report.



Visibility was generally poor, there being a low light fog. The plane came through out of the haze and proceeded in direction as indicated by sketch. At least three hits were observed by 20MMs. This plane was later shot down by the U.S.S. EASTLAND.

CONFIDENTIAL

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

Location of ship (area) KHMA NETTO U. S. S. TORRANCE
Zone Time -9 1840 Date 2 April 1945

NOTES

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

1. Surprise attack (yes or no)	<u>Yes</u>	Day or night	<u>Dusk (1840)</u>
2. Method picking plane up (Radar, binoculars, naked eye)	<u>Naked eye</u>		
3. Range plane was picked up (50, 30, 10, less than 5 miles)	<u>1 mile</u>		
4. Total number of planes observed	<u>5</u>	Type	<u>Sally</u>
5. Number of planes attacking own ship	<u>None</u>	Type	<u>--</u>
6. Number of planes taken under fire by own ship	<u>3</u>		
(a) Of those attacking own ship	<u>None</u>	Type	<u>--</u>
(b) Others	<u>3</u>	Type	<u>Sally</u>
7. Speed and altitude of approach in knots and feet	<u>2 at 250 Kts 8000 ft; 1 at 250 Kts 2000 ft.</u>		
8. Number of guns firing—by caliber	<u>3- 40MM, 5- 20MM</u>		
9. Ammunition expended—by caliber	<u>772- 40MM, 96- 20MM</u>		
10. Percent service allowance expended	<u>4% 40MM, 1/2% 20MM</u>		
11. Method of control	<u>Local</u>	Method of spotting	<u>Tracer</u>
Method of ranging	<u>Battery Officer</u>	Method of firing	<u>Automatic</u>
12. Approximate time-tracking to first shot	<u>10 Seconds</u>		
13. Approximate time of first hits	<u>5 Sec. (1), 5 Sec. (1), 10 Sec. (1)</u>		
14. Approximate time first shot to last shot	<u>10 Minutes</u>		
15. Approximate position angle open fire	<u>10° (2), 2° (1)</u>		
16. Approximate position angle cease fire	<u>2° (3)</u>		
17. Approximate bearing first shot	<u>090 (1), 030 (2)</u>		
18. Approximate bearing last shot	<u>090 (1), 030 (2)</u>		
19. Approximate range first shot	<u>1600 yds (2), 1200 yds</u>	Altitude of Plane	<u>3000 ft. (2), 800 ft. (1)</u>
20. Approximate minimum range aircraft approached	<u>1200 yds</u>	Altitude	<u>400 ft.</u>
21. Approximate range last shot	<u>1200 yds</u>	Altitude of Plane	<u>400 ft.</u>
22. Approximate altitude of bomb release	<u>--</u>	Size of bomb	<u>--</u>

(over)

COMMANDER IN CHIEF
U.S. FLEET
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23. Approximate range torpedo release --- Size of torpedo ---
 24. Number hits on ship by bombs --- by torpedoes --- Was ship strafed? No
 Size gun ---
 25. Number near bomb misses damaging ship None
 26. Planes shot down:

SURE SURE PROBABLE DAMAGED
(By own ship alone) (Assist)

- (a) Those attacking own ship --- --- --- ---
 (b) Other aircraft 2 1 --- ---

(An aircraft is considered destroyed "Sure," when, as result of own ship's fire:
 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out).

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships).

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely).

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims).

27. Best estimate of size of gun or guns responsible for each "Sure" 40MM
 28. Performance of ammunition (excellent, good, bad, poor) Excellent
 29. What failures in material occurred in this action? Ruptured cartridge 20MM
 30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own maneuvers.

NOTE:—Add descriptive text on additional sheet if required to clarify report.

Very low in sky **Course 180, Speed 13.5 Knots.**
Approach of plane *** 1841 - Suicide plane hit HENRICO.**
alt. 400 ft. *** 1842 - Suicide plane hit mast of TELFAIR. Plane was hit**
Approach at 8000 ft. **by 40MM guns of this ship, which diverted**
Approach at 8000 ft. **course of plane.**
1903 *** 1847 - Changed course to 270, speed 13.5 Knots.**
CC to **1852 - Unassisted this ship shot down SALLY attempting suicide**
180 **dive on starboard side of ship two stations ahead.**
1854 - Unassisted this ship shot down SALLY attempting suicide
dive on starboard side of what was believed to be the
OBERON.

Visibility was fair. Planes were first sighted by naked eye. The one hitting the USS HENRICO was undetected until too late to commence gun fire. Others were spotted in sufficient time. All planes were on suicide missions.

AKA76/A12
Serial 0-20

U.S.S. TORRANCE (AKA76)
c/o Fleet Post Office,
San Francisco, California

Reg. No. 5 20232
R. S. No. OF10/wmm

CONFIDENTIAL

7 April 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet.
Via : The Commander Amphibious Group SEVEN.
Subject: Report of Anti-Aircraft Action - submission of.
Reference: (a) CominChPacFlt & POA, Conf. Ltr. # 1CL-45 of
1/1/45. File No. A2-11/A12. Serial # 1CL-45.

PART I

(a) This is a report of action by enemy aircraft on a convoy about dusk on 2 April 1945. Although the attack lasted only about fifteen (15) minutes (1841 to 1854) item time, it included activity of Japanese Suicide Bombers approaching without warning, diving singly in rapid succession on various ships of convoy and screen.

(b) Reporting ship took three (3) of the enemy under-fire, hitting one (1) sufficiently to divert its course to intended target and shooting down the remaining two (2) shortly after they went into dives before definite indication of intended targets.

PART II

(a) Reporting ship was in company with Task Force 51.1.1, O.T.C., and guide in CHILTON in position 21, base course 180(T), speed, 13.5 knots, convoy disposition in three (3) columns, TORRANCE in position 24. The Task Force was engaged in retiring operation from KERAMA RETTO, RYUKYU RETTO.

(b) Convoy was attacked from abaft of starboard beam to starboard quarter by six (6) to eight (8) Japanese Sally's which, presumably approached in formation but split up into units of two (2) or more to diversify their attack. The planes came in at about 8,000 feet at an estimated speed of 250 knots. All unquestionably were operating under "Suicide Orders".

PART III

(a) The action took place at 1840 item time, visibility, fair; wind, north east; and sea, smooth. No apparent warning was given, the first knowledge of the attack came when a plane was seen diving on HENRICO in position 32 or 33 at 1841 item time. The attack was developing rapidly; at 1842 another plane was seen diving on TELFAIR in position 34 and 40mm batteries (2 twin mounts) on reporting ship took plane under fire during its dive, hitting it sufficiently to cause loss of control by pilot, it finally hit the mast of the

CONFIDENTIAL

7 April 1945

Subject: Report of Anti-Aircraft Action - submission of.

PART III - (CONTINUED):

intended target then fell ablaze into water on port side of target.

(b) At 1847 convoy turned to 270(T), speed, 13.5 knots and shortly two (2) other planes were observed approaching middle of convoy on starboard bow. One (1) went into dive at 1852 and was shot down by # 3 Twin Mount 40mm batteries of reporting ship; at 1854 the other plane likewise diving was shot down by same batteries of reporting ship. Probable intended targets of last two (2) planes were ships in or about center of convoy.

(c) Shortly before the above action another plane dived on and hit an APD of the screen. At least two (2) other planes were seen to go away forward without following up the attack.

(d) Friendly planes were in the area when the attack began.

(e) At 1903 convoy resumed base course and proceeded after providing escort for HENRICO who fell out of column when hit.

PART IV

(a) Three (3) of ship's Twin Mount 40mm batteries and five (5) 20mm guns were used. Ammunition expended, 772 rounds of 40mm and 96 - rounds 20mm. All ordnance equipment functioned perfectly except one (1) ruptured 20mm cartridge was reported. Gun control was local spotting, by tracer; ranging, by Battery Officers; firing, Automatic.

(b) Since the enemy's mission was obviously suicidal no use of ordnance equipment other than crash charge was observed.

PART V

(a) No damage to reporting ship.

(b) Superstructure area of HENRICO was hit by bomber but no details of damage. TELFAIR had damage to foremast, no details of extent.

(c) All enemy aircraft destroyed either by gun-fire or explosion upon contact with ships, except the two (2) which apparently abandoned the attack.

AKA76/A12
Serial 0-20

U.S.S. TORRANCE (AKA76)
c/o Fleet Post Office,
San Francisco, California

OF10/wmm

CONFIDENTIAL

7 April 1945

Subject: Report of Anti-Aircraft Action - submission of.

PART VI

(a) In this case the enemy showed no disposition to use a diversified attack other than to separate somewhat to attack various units; all planes approached from approximately the same altitude and bearing.

PART VII

(a) No casualties on reporting ship - All personnel performed excellently at battle station.

PART VIII

(a) From this action it is concluded that lookouts and gun watches must be kept alert in all sectors at all times. The very reliable performances of radar on most occasions has a tendency to cause all hands to come to rely on it for original contacts with approaching enemy targets.

(b) The enemy suicide plane can be stopped but it must be hit hard in vulnerable spots to do it. A heavy concentration of fire is most likely to accomplish this. A suggested method of combatting these planes is by the use of a rocket gun consisting of twelve (12) rockets which could be directed into the oncoming plane providing the necessary protection to divert or explode the target.

GEORGE A. EUERLE

CC: Cominch(Adv. copy),
CinCPac (3),
ComdrTransqdrn, SEVENTEEN(1),
ComdrPhibGrp, SEVEN(1)

5 01232

AKA76/A12
Serial: 0-22

U.S.S. TORRANCE (AKA76)
c/o Fleet Post Office,
San Francisco, California

OF10/wmm 68

CONFIDENTIAL

7 April 45

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet,
Via : The Commander Amphibious Group SEVEN.
Subject: Report of Anti-Aircraft Action - submission of.
Reference: (a) Cominch-PacFlt & POA, Conf.ltr.#1CL-45 of
1/1/45. File No. A2-11A12. Serial #1CL-45.

PART I

(a) This is a report of action by one (1) enemy plane on a convoy about dawn on 2 April 45. This plane approached the convoy from astern out of a mist and was flying low near the starboard column when identified as enemy.

(b) Reporting ship opened fire on the plane and several 20mm - shells were seen to burst about the wings and other parts of the plane with no evidence of vital damage.

PART II

(a) Reporting ship was in company with Task Force 51.1.1, O.T.C., and guide in CHILTON in position 21 base course 040(T); speed, thirteen (13) knots; convoy disposition in three (3) columns; TORRANCE in position 25; EASTLAND in position 26. Task Force was engaged in retiring operation from KERAMA RETTO, RYUKYU RETTO.

(b) The convoy was approached by one (1) NATE from astern on starboard side and due to density of the mist it is doubtful whether the pilot was aware of the presence of the convoy until EASTLAND opened fire on it. Its altitude about 1,000 feet; speed, 150 knots.

PART III

(a) The action took place at 0603 Item time, visibility about 2,250 yards; wind, north east, and sea, moderate. No warning was received of the approach of the plane, the first knowledge of its presence grew out of a report from lookouts on starboard side of ship, several made the identification and reported simultaneously, at about the time one (1) 40mm battery on EASTLAND opened fire.

AKA76/A12
Serial: 0-22
CONFIDENTIAL

U.S.S. TORRANCE (AKA76)
c/o Fleet Post Office,
San Francisco, California

OF10/wmm

26 April 45

Subject: Report of Anti-Aircraft Action - submission of.

PART III - CONTINUED:

(a) Fire was opened by 20mm batteries on starboard side of reporting ship. As the plane went forward other ships, perhaps two (2), likewise opened fire.

(b) As the plane neared the leading ships of the columns it banked to the right and reversed its course flying nearer to the outboard column as it returned toward the rear of the convoy. As it turned about one (1) 40mm battery on reporting ship opened fire.

(c) The plane continued its course toward the ships at an angle that brought it directly over the EASTLAND. It was seen to discharge one (1) bomb which went over the EASTLAND and hit in the water on her port hand. Lookouts aboard reporting ship reported it as disappearing in the haze astern of the convoy flying very low but with no apparent evidence of having been badly damaged. It is understood that EASTLAND reported the plane shot down by it. This is entirely possible.

(d) Ships of the convoy were executing emergency turns at the time of firing and the reporting ship and EASTLAND were in good position for firing on the target.

(e) While hits from 20mm batteries were seen to burst on the plane there is nothing to indicate that it was disabled seriously therefrom. The pilot evidently had control of the plane and bomb release equipment. Any damaging fire must have been delivered as or after the plane passed over EASTLAND.

PART IV

(a) One (1) of ships twin mount 40mm batteries and six (6) 20mm guns fired on the plane. Ammunition expended; 35 rounds 40mm and 212 rounds 20mm. All ordnance equipment functioned satisfactorily. Control was local; spotting by tracer; ranging, by battery officers; firing, automatic.

(b) While the plane released one (1) bomb it missed its mark and no other report can be made on the function of its ordnance equipment. No evidence of strafing was noted.

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AKA76/A12
Serial: 0-22
CONFIDENTIAL

U.S.S. TORRANCE (AKA76)
c/o Fleet Post Office,
San Francisco, California

OF10/wmm

7 April 45

Subject: Report of Anti-Aircraft Action - submission of.

PART V

(a) No damage to any of ships of convoy.

(b) No evidence of serious damage to enemy plane was noted under poor visibility although, EASTLAND is said to have shot the plane down, presumably after it passed over.

PART VI

(a) It is believed the enemy was on a reconnaissance mission and flew past the convoy somewhat by accident. After it was fired upon it turned about to deliver an attack as related above.

PART VII

(a) No casualties on reporting ship. Personnel obviously a little "jittery" as sight of the first enemy target within range although, lookouts spotted and identified the plane with reasonable rapidity.

PART VIII

(a) It is difficult to determine whether the 20mm shells hit any vital part of the plane. It is believed that they did not because, the plane was well within the effective range of that gun and it is still believed to be effective at reasonable ranges, up to 1,500 yards, when delivered to vital parts of enemy aircraft.

George A. Euerle
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Copy to: Cominch(Adv.copy),
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5 01231

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AKA76/A12
Serial: 0-30

USS TORRANCE (AKA76)
c/o Fleet Post Office
San Francisco, Calif.

OF10/wmm

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Reg. No.

314

R. 3 May 1945

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03842

CONFIDENTIAL

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

Subject: Action Report; general.

Reference: (a) Cominch-PacFlt & POA, Conf.ltr. #1CL-45 of
1/1/45. File No. A2-11/A12. Serial #1CL-45.

ENCLOSURE: (A) Loading and Unloading Reports.-*Missing*

1. Periods to be covered are:

- (a) March 26, to April 3, 1945.
- (b) April 14, to April 30, 1945.

2. The action occurring during the period March 26, to April 3, 1945, concerns the initial landing and the subsequent occupation of the islands forming the Kerama Retto group in the Ryuku Islands. Ship's officers of the boat group and landing boats were used to support the general operations. In addition logistic service was furnished to small craft and to vessels of the screen. This ship was called upon to provide and fuel ship's of the anti submarine screen. It was also directed to replenish considerable dry provisions for the cruiser BILOXI, which, had sustained damage to its stern and to a storeroom. This in addition to other provisioning activities carried on, created a messing problem due to limited food supplies. During this period the ship was subjected to enemy air attacks and anti-air craft action reports have been submitted covering the details of suicide plane attacks.

3. The second phase of action taking place between April 14 to April 30, 1945, includes the supporting of initial landing on IE SHIMA wherein special efforts were made to assist the shore army combat team. This consisted of furnishing rations, ammunition and water which, had to be handled through man-size hatches, as in the loading plan vehicles had been placed on the square of the hatches for priority unloading. The combat developments ashore caused a change in the unloading schedule and had portable battens not been installed about these man-holes to prevent cargo on shifting the problem of carrying out the unloading order would have been complicated and delayed. Through the concerted action of the army contingent on board and ship's force the unloading was carried on in this manner, expertly and no hardship occurred in the shore combat group. Upon completion of the unloading of these items at IE SHIMA, the ship proceeded to an anchorage of Hagushi Beach, Okinawa, and proceeded to unload the remainder of its cargo. During the unloading, the ship was fired upon by shore batteries and for varying intervals of time during the nights was subjected to enemy air attacks.

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AKA76/A12
Serial: 0-30

USS TORRANCE (AKA76),
c/o Fleet Post Office,
San Francisco, Calif.

OF10/vmm
5 03842

CONFIDENTIAL

1 May 1945

Subject: Action Report; general.

3. CONTINUED

Unloading from the ship to the beach was accomplished through the use of LSM's, barges and ship's boats.

4. The troops and cargo that were carried are as indicated:

- (a) Detachment of the 77th Infantry Division embarked on board March 6, 1945, at Tarraguna Bay, Leyte, - P.I., consisting of eight (8) army officers and one-hundred twenty-one (121) enlisted personnel.
- (b) The above garrison was disembarked on April 28, 1945, at Hagushi Beach, Okinawa.
- (c) Mixed cargo was loaded which consisted of ordnance and engineering materials, rations, water, gasoline, fuel oil and various engineering and mobile units. The quantity of cargo embarked is as indicated in enclosure (A). The stowage and loading method used was such as to place all priority vehicles which numbered thirty-eight (38) on the square of the hatches so that any hold could be worked pending the developments ashore and what materials were needed.
- (d) The date and place of loading was at Tarraguna Beach, Leyte, P.I., between March 1, and March 6, 1945. The discharging of cargo was on the islands of IE SHIMA on April 22 and April 23, 1945, and at Hagushi Beach, Okinawa, between April 24 to April-28, 1945.
- (e) During the initial landings at Kerama Retto, the ship was called upon to care for injured prisoners of war. In this respect stokes stretchers were used with a two (2) sheave jig to handle them from small boats. The number of casualties handled were two (2) of which one (1) died of injuries received during battle. There were no personnel casualties within the ship's force.
- (f) To facilitate the unloading operation the boat group commander was despatched to the beach area where through effective use of portable radio, the operation was carried on with dispatch.

AKA76/A12
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USS TORRANCE (AKA76),
c/o Fleet Post Office,
San Francisco, Calif.

OF10/wmm
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03842

CONFIDENTIAL

1 May 1945.

Subject: Action Report; general.

(f) CONTINUED

The boat group commander acted in support of the beach master in control of beaching operations. The army contingent aboard in addition to others gotten from the division embarked by the squadron, furnished the working party necessary in handling the materials going ashore and aided on board ship.

5. It is without questionable doubt that all hands in this vessel learned considerable concerning the action necessary in the carrying out of an Amphibious operation during the loading of the squadron ships at Leyte, P.I., and in the unloading at the principle beaches noted. Surf conditions at Tarraguna Beach, damaged our LCM's and an efficient boat repair group was set up whereby repairs were effectively accomplished thereby, causing little delay through boat operational difficulties. The greater part of boat damage occurred during the loading operation, the ship being directed to furnish its LCM's for loading of squadron transports. From this experience it has been found that the allowance of cutlas bearings for replacing worn bearings is insufficient. A method had to be devised so as to keep the propellar shafts of the LCM's being pulled out of their couplings.

6. It is suggested in the light of this past operation that emergency troop ammunition spaces be located fore and aft where use can be made of the present ammunition hoists in the handling of troop ammunition so as to provide a means of carrying emergency ammunition in a proper stowage thereby readily aiding ground forces where the need is dire.

7. Through the splendid cooperation of the Army Transport Quartermaster this change in the operational unloading plan was accomplished. It is the writer's belief that the ship carried out its duty in a most efficient manner and is worthy of admiration and praise. The total time for the operation took approximately seventy (70) days.

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