

AKA83/A12
Serial 23

U. S. S. VINTON (AKA 83)

Reg. No. 74
R. S. No.

c/o Fleet Post Office,
New York, New York,
28 February 1945.

CONFIDENTIAL

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of February 1945.

1. The War Diary for the U.S.S. VINTON (AKA 83) for the month of February 1945 is submitted herewith:

A. 23 February 1945.

1530 - U.S.S. VINTON (AKA 83) placed in commission at the Bethlehem Steel Corporation, Key Highway Plant, Baltimore, Maryland, by Captain B. N. Ward, USN(RET), in accordance with CNO conf. ltr. file No. OP-23E-3-trn(SC)A4-1, Serial No. 0307223, dated 23 May 1944.

B. 24 February 1945.

Changed berth from Pier 8, Bethlehem Steel Corporation, Key Highway Plant, Baltimore, Maryland, to Pier 9, Port Covington, Baltimore, Maryland. Mooring starboard side to new berth at 0923.

C. 24 to 25 February 1945.

Moored at Pier 9, Port Covington, Baltimore, Maryland, loading stores, supplies, and outfitting materials.

D. 26 February 1945.

Changed berth from Pier 9, Port Covington, Baltimore, Maryland, to the West side of East Falls-Way Pier, Inner Harbor, Baltimore, Maryland, mooring starboard side to at 0837.

E. 26 to 28 February 1945.

Moored at West side of East Falls-Way Pier, Inner Harbor, Baltimore, Maryland, loading stores, supplies, and outfitting materials.

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John D. Hoffman
JOHN D. HOFFMAN.

AKA83/A12
Serial 036

U. S. S. VINTON (AKA 83)

67
g. No. 56
R. S. No.
c/o Fleet Post Office,
New York, New York,
31 March 1945.

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

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of March 1945.

1. The War Diary for the U.S.S. VINTON (AKA 83) for the month of March 1945, is submitted herewith:

A. 1 March 1945.

0812 - Underway from E. Fallsay Pier 6, Inner Harbor, Baltimore, Md., in accordance with Commandant, Norfolk Navy Yard (AstIndMan, Baltimore, Md.), confidential letter AKA83/A4-1(MB), Serial 00919, of 23 February 1945. 1915 - Anchored in Berth No. 4, Hampton Roads, Va.

Positions: 0800 - Moored
1200 38°34'03" N 76°25'48" W
2000 Anchored

B. 2 March 1945.

Anchored. 1035 - Commenced loading ammunition from barge alongside. 1530 - Completed loading ammunition.

C. 3 March 1945.

0744 - Underway from Berth No. 4, Hampton Roads, Va. 0846 - Moored Port side to Lambert Point Deperming Station. 1315 - Commenced deperming operation. 1455 - Completed deperming operation. 1716 - Underway from Lambert Point Deperming Station. 1821 - Moored Starboard side to Berth 55, Pier 5, N.O.B., Norfolk, Va.

D. 4 March 1945.

1810 - Underway from Berth 55, Pier, N.O.B., Norfolk, Va. 1843 - Anchored in Berth 5, Hampton Roads, Va.

E. 5 - 6 March 1945.

Anchored in Berth 5, Hampton Roads, Va.

5 March 1945, 1325 - Pre-shakedown inspection party came aboard. 1505 - Pre-shakedown inspection party left ship.

113244

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 036

31 March 1945.

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

Subject: War Diary for month of March 1945.

6 March 1945, 1345 - 1545, Held amphibious training drills.

F. 7 March 1945.

1120 - Underway from Berth 5, Hampton Roads, Va. 1236 - Anchored in Berth LB-19, Lynn Haven Roads, Va. 1420 - Underway. 1435 - Anchored in Berth LB-11, Lynn Haven Roads, Va.

Conducted amphibious training drills.

G. 8 March 1945.

Anchored. Conducted amphibious training drills.

H. 9 March 1945.

1322 - Underway from Berth LB-11, Lynn Haven Roads, Va.
1422 - Anchored in Berth #4, Hampton Roads, Va.

I. 10 March 1945.

Anchored. 0930 - Transport Shakedown inspection party came aboard. 1425 - Transport Shakedown inspection party left ship.

J. 11 March 1945.

0817 - Underway from Berth #4, Hampton Roads, Va. 1505 - Swung ship; compasses compensated. 1655 - 1701, running degaussing range. 1803 - Anchored in Chesapeake Bay on radar bearing of 288° (T) from Wolftrap Light, distance 59 miles, visual bearing of 017° (T) from Degaussing Range House.

K. 12 March 1945.

0633 - Underway in Chesapeake Bay for shakedown training operation. 0810 - 0907, conducted structural test firing. 1331 - 1524, conducted following gunnery exercises: D.S.P.-S.R.B.P.; AA "R", "A", "H". 1550 - Anchored in Chesapeake Bay approximately 42 miles northeast of Windmill Point Light.

L. 13 March 1945.

0825 - Underway in Chesapeake Bay. 0916 - 1058, conducted following gunnery exercises: "AA", "TDD". 1343 - 1411, conducted turning circles for tactical data. 1706 - 1921, conducted runs on measured mile range. 1939 - Anchored in Chesapeake Bay at mouth of Severn River.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 036

31 March 1945.

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

Subject: War Diary for month of March 1945.

M. 14 March 1945.

0807 - Underway in Chesapeake Bay. 0849 - 0921, conducted turning circles for tactical data. 0945 - 1345, conducted Full Power Run. 1345 - 1406, conducted Flank Speed Run. 1522 - Anchored in Chesapeake Bay.

N. 15 March 1945.

1308 - Underway from anchorage to Norfolk Navy Yard, Portsmouth, Va., having completed shakedown training exercises. 1706 - Moored Starboard side to U.S.S. POLANA (AKA 35) at Pier 1, Norfolk Navy Yard, Portsmouth, Va.

O. 16 March 1945.

1605 - Shifted berths from Pier 1 to Berth 29, Norfolk Navy Yard.

P. 17 - 19 March 1945.

Moored at Berth 29, Norfolk Navy Yard, Portsmouth, Va., for Post-Shakedown Availability.

Q. 20 March 1945.

0830 - Underway from Berth 29. 0910 - Moored Starboard side to Port side of U.S.S. RANKIN (AKA 103), Berth 2, Norfolk Navy Yard. 1637 - Underway from Berth 2. 1800 - Moored Port side to Berth 42, Pier 4, N.O.B., Norfolk, Va.

R. 21 - 26 March 1945.

Moored Port side to Berth 42, Pier 4, N.O.B., Norfolk, Va., loading cargo and supplies.

S. 27 March 1945.

1600 - Underway from Berth 42, Pier 4, N.O.B., Norfolk, Va., in accordance with Commander Service Force, U.S. Atlantic Fleet, confidential dispatch of 26 March 1945.

Positions: 2000 36°54'45" N 75°12'30" W

T. 28 - 31 March 1945.

Underway.

U. S. S. VINTON (AKA 83)

AKA83/AL2
Serial 036

31 March 1945.

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

Subject: War Diary for month of March 1945.

28 March 1945.

Positions:	0800	35°19' N	72°55.5' W
	1200	34°21' N	73°00' W
	2000	32°20' N	73°11' W

29 March 1945.

Positions:	0800	29°34' N	73°50' W
	1200	28°37' N	73°54' W
	2000	27°05' N	74°01' W

30 March 1945.

Positions:	0800	24°22' N	74°18' W
	1200	23°36' N	74°21' 30" W
	2000	21°48' N	74°50' W

31 March 1945.

Positions:	0800	19°35' N	74°24' W
	1200	18°42' N	74°59' W
	2000	17°15' N	75°50' W

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AKA83/A12
Serial 038

U. S. S. VINTON (AKA 83)

192
Reg. No. 120

R. S. No. _____

c/o Fleet Post Office,
San Francisco, Calif.,
30 April 1945.

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

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of April 1945.

1. The War Diary for the U.S.S. VINTON (AKA 83) for the month of April 1945, is submitted herewith:

A. 1 April 1945.

Steaming in accordance with confidential dispatch of 26 March 1945, from Commander Service Force, U. S. Atlantic Fleet, in company with U.S.S. WAUKESHA (AKA 84). VINTON senior.

Positions:	0800	14°41'00" N	77°21'00" W
	1200	13°50'30" N	77°57'30" W
	2000	12°17'00" N	78°58'30" W

B. 2 April 1945.

0804 - Entered swept channel to Panama Canal. 0918 - Entered Gatun Locks. 1007 - Left Gatun Locks. 1307 - Entered Pedro Miguel Lock. 1354 - Left Pedro Miguel Lock. 1438 - Entered Miraflores Lock. 1518 - Left Miraflores Lock. 1558 - Moored Port side to North Side of Pier No. 1, Naval Ammunition Depot, Balboa, C. Z.

Positions:	0800	9°25'30" N	79°55'30" W
	1200	9°07'18" N	79°44'12" W
	2000	Moored	

C. 3 April 1945.

1414 - Underway, enroute to Pearl Harbor, T. H., in compliance with confidential dispatch 031450, Port Director, Balboa, C. Z., in company with U.S.S. WAUKESHA (AKA 84). VINTON senior.

Positions:	2000	07°43'30" N	79°34'30" W
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4 April 1945.

Positions:	0600	07°01'48" N	82°07'06" W
	1200	06°53'00" N	83°04'00" W
	2000	06°40'00" N	85°00'00" W

121260

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 038

30 April 1945.

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

Subject: War Diary for month of April 1945.

5 April 1945.

Positions:	0800	07°31'00" N	87°17'00" W
	1200	07°50'00" N	88°08'00" W
	2000	08°32'00" N	90°00'00" W

6 April 1945.

Positions:	0800	09°28'00" N	92°45'00" W
	1200	09°46'00" N	93°45'00" W
	2000	10°23'30" N	95°43'00" W

7 April 1945.

Positions:	0800	11°13'00" N	98°29'30" W
	1200	11°32'30" N	99°24'42" W
	2000	12°08'00" N	101°05'30" W

8 April 1945.

Positions:	0800	12°53'00" N	103°35'00" W
	1200	13°10'00" N	104°31'30" W
	2000	13°51'00" N	106°46'00" W

9 April 1945.

Positions:	0800	14°32'30" N	109°31'00" W
	1200	14°48'00" N	110°26'00" W
	2000	15°23'00" N	112°27'00" W

10 April 1945.

Positions:	0800	16°02'00" N	115°26'00" W
	1200	16°15'30" N	116°27'00" W
	2000	16°44'00" N	118°31'30" W

11 April 1945.

Positions:	0800	17°26'18" N	121°28'48" W
	1200	17°31'00" N	122°24'00" W
	2000	17°57'00" N	124°35'00" W

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 038

30 April 1945.

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

Subject: War Diary for month of April 1945.

12 April 1945.

Positions:	0800	18°36'00" N	127°37'00" W
	1200	18°47'00" N	128°36'00" W
	2000	19°06'00" N	130°38'00" W

13 April 1945.

Positions:	0800	19°36'00" N	133°41'00" W
	1200	19°44'00" N	134°36'00" W
	2000	20°02'00" N	136°39'30" W

14 April 1945.

Positions:	0800	20°24'00" N	139°45'00" W
	1200	20°31'30" N	140°46'00" W
	2000	20°49'30" N	143°03'00" W

15 April 1945.

Positions:	0800	20°59'00" N	146°06'00" W
	1200	21°03'30" N	147°10'00" W
	2000	21°07'00" N	149°11'30" W

16 April 1945.

Positions:	0800	21°14'00" N	152°24'00" W
	1200	21°17'00" N	153°12'00" W
	2000	21°23'00" N	154°59'00" W

D. 17 April 1945.

1018 - Moored to mooring buoys in Berth X15, East Lock,
Pearl Harbor, T. H.

E. 18 April - 21 April 1945.

Moored to mooring buoys in Berth X15, East Lock, Pearl Harbor, T.H.

F. 22 April 1945.

1810 - Underway from Berth X15, East Lock, Pearl Harbor, T. H.
1850 - Moored Starboard side to in Berth K3, Pearl Harbor, T. H., to dis-
charge cargo.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 038

30 April 1945.

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

Subject: War Diary for month of April 1945.

G. 23 April - 26 April 1945.

Moored Starboard side to in Berth K3, Pearl Harbor, T. H.,
discharging cargo.

H. 27 April 1945.

0847 - Finished discharging cargo. 1512 - Underway from Berth
K3, Pearl Harbor, T. H. 1625 - Moored in Berth C6, East Lock, Pearl
Harbor, T. H.

I. 28 April 1945.

0739 - Underway from Berth C6, East Lock, Pearl Harbor, T. H.,
in accordance with AdComPhibsFac confidential dispatchs 260652 and 271929,
and AdComPhibsFac Training Order No. A90-45. 1630 - Joined Training
Group 13.10.5, U.S.S. GRIMES (APA 172) Flagship.

Positions:	1200	20°59'30" N	157°02'00" W
	2000	20°30'00" N	157°00'00" W

29 April 1945.

Exercising with T.G. 13.10.5.

Positions:	0800	20°43'48" N	156°36'48" W
	1200	20°41'36" N	156°27'30" W
	2000	20°30'00" N	157°15'00" W

30 April 1945.

Exercising with T.G. 13.10.5.

Positions:	0800	20°45'00" N	156°34'00" W
	1200	20°41'05" N	156°28'00" W
	2000	20°40'00" N	156°46'00" W

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AKA83/A12
Serial 051

U. S. S. VINTON (AKA 83)

Reg. No. 152

R. S. No.

c/o Fleet Post Office,
San Francisco, Calif.

31 MAY 1945

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

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary of the U.S.S. VINTON (AKA 83) for May 1945.

1. 1 May 1945. Time zone: Plus 9 $\frac{1}{2}$.

- (1) Training Group 13.10.5 composed of the following listed transport divisions:

ABLE

U.S.S. MONTGOMERY (APA 101) (F)
U.S.S. HYDE (APA 173)
U.S.S. ATTALA (APA 130)
U.S.S. QUEEN (APA 103)
U.S.S. WINSTON (AKA 94)
U.S.S. VINTON (AKA 83)

BAKER

U.S.S. ROCKBRIDGE (APA 228)
U.S.S. BLAND (APA 134)
U.S.S. BURLINSON (APA 67)
U.S.S. EFFINGHAM (APA 165)
U.S.S. TREGO (AKA 18)
U.S.S. RANKIN (AKA 103)

CHARLIE

U.S.S. GRIMES (APA 172)
U.S.S. COLUSA (APA 74)
U.S.S. CLEMONT (APA 143)
U.S.S. BANDERA (APA 131)
U.S.S. KINGSBURY (APA 177)
U.S.S. CARLISLE (APA 69)

All divisions did not remain intact during the entire period due to ships leaving and other joining the Group.

- (2) AdComPhibsFac Training Order No. A90-45.

T.G. 13.10.5 Training Order No. A5-45.

- (3) Positions: 0800 1200 2000
Lat. 20°41'30" N 20°41'36" N 20°28'00" N
Long. 156°38'00" W 156°27'30" W 156°50'00" W

Weather: Clear, gentle westerly breeze, maximum visibility.
Calm sea.

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U. S. S. VINTON (AKA 83)

AKA83/412

Serial 051

31 MAY 1945

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for May 1945.

(4) Exercising in training operations with T.G. 13.10.5.

0800-1000, amphibious boats conducting training operations.
1335-1350, conducted smoke screen operations.
1538-1612, General quarters, exercises at a battle problem.
2050-2230, exercised at General quarters, repelling
simulated attacks by Motor Torpedo Boats and Submarines.
Night cruising in formation.

2. 2 May 1945.

(3) Positions: 0800 1200 2000
Lat. 20°41'12" N 20°45'00" N 20°39'00" N
Long. 156°38'00" W 156°30'00" W 156°50'00" W

Weather: Clear, moderate northeasterly breeze, maximum
visibility. Calm sea.

(4) 0800-1030, amphibious boats conducted training operations.
1120-1137, conducted smoke screen operations.
2100-2200, exercised at damage control problem. Night
cruising in night formation.

3. 3 May 1945.

(3) Positions: 0800 1200 2000
Lat. 20°43'00" N 20°44'00" N 20°36'00" N
Long. 156°44'00" W 156°45'00" W 156°51'00" W

Weather: Gentle northeasterly breeze. Maximum visibility.
Calm sea.

(4) 0800-1030, amphibious boats conducted amphibious training
operations.
1445-1530, exercised at simulated battle problem.
Cruising in night formation.

4. 4 May 1945.

(3) Positions: 0800 1200 2000
Lat. 20°16'00" N 21°03'00" N 21°11'00" N
Long. 158°09'30" W 158°04'00" W 159°34'00" W

Weather: Clear, gentle northeasterly breeze. Maximum vi-
sibility. Calm sea.

U. S. S. VINTON (AKA 83)

AKA83/AL2
Serial 051

31 MAY 1945

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

Subject: War Diary of the U.S.S. VINTON (ARA 83) for May 1945.

- (4) 0646, exercised at general quarters for A.A. firing practice.
0803, commenced A.A. firing practice on drone.
0809, ceased A.A. firing practice.
1228, exercised at general quarters for anti-torpedo maneuvers
1605, secured from anti-submarine exercise.
Night cruising formation.

- (5) 1610, received orders from OTC to proceed to Pearl Harbor at conclusion of A.A. firing exercises on 5 May 1945, in accordance with AdComPhibsac 040643.

- (6) Ammunition expended: 626 rounds 20mm, 233 rounds 40mm.

5. 5 May 1945.

- (1) 0948, detached from T.G. 13.10.5. Joined Pearl group consisting of U.S.S. GRIMES (APA 172), U.S.S. BANNIN (AKA 103), U.S.S. EFFINGHAM (APA 165), U.S.S. CARLISLE (APA 69), U.S.S. BANDERA (APA 131), U.S.S. KINGSBURY (APA 177), U.S.S. COLUSA (APA 74), and U.S.S. VINTON (AKA 83). O.T.C. in U.S.S. GRIMES.

- (3) Positions:
- | | 0800 | 1200 | 2000 |
|-------|--------------|--------------|--------|
| Lat. | 21°07'00" N | 21°04'00" N | MOORED |
| Long. | 158°30'00" W | 157°59'00" W | |

Weather: Gentle southeasterly breeze. Clear. Maximum visibility. Calm sea.

- (4) 0745, commenced A.A. firing practice at sleeve.
0935, completed A.A. firing practice.
0948, detached from T.G. 13.10.5, joined Pearl group.
1422, moored port side to pier No. 32, Inner Harbor, Honolulu, T. H.
- (5) 0835, received orders to proceed with Pearl group unless otherwise directed. 1246, received orders that ship's destination was Honolulu. 1247, received orders to proceed independently. 1250, proceeding independently to Honolulu.
- (6) Ammunition expended: 40 rounds of 5"38. 1052 rounds of 40mm, 2711 rounds of 20mm.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial

051

31 MAY 1945

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for May 1945.

6. 6 May 1945.

- (3) Positions: Moored Port side to Pier No. 32, Inner Harbor, Honolulu, T. H.

Weather: Clear, slight breeze, maximum visibility.

- (4) 0100, commenced loading cargo. Cargo being handled by Construction Battalion.

- (5) 1800, reported to Port Director, 14th Naval District for temporary duty connection Inter-Island Personnel and Cargo movement in accordance with AdComPhibsPac mailgram 302001.

7. 7 May - 14 May 1945.

- (3) Moored Port side to Pier No. 32, Inner Harbor, Honolulu, T.H.

- (4) Loading cargo 24 hours a day.

8. 15 May 1945.

- (1) Steaming singly.

- (3) Positions:
- | | | | |
|-------|--------------|--------------|--------|
| | 0800 | 1200 | 2000 |
| Lat. | 21°18'50" N | 21°03'00" N | |
| Long. | 157°52'45" W | 157°20'00" W | Moored |

Weather: Warm, moderately strong easterly breeze, moderate sea.

- (4) 0555, Construction Battalion stevedores completed loading cargo.
0755, underway from Pier #32, Inner Harbor, Honolulu, T.H., to Kahului, Maui, T.H., in accordance with ComHawSeaFron confidential routing instructions of 14 May 1945.
1732, moored starboard side to Pier #2, Inner Harbor, Kahului, Maui, T.H.
2045, Construction Battalion stevedores commenced unloading cargo.
- (5) 0755, underway from Pier #32, Inner Harbor, Honolulu, T.H., to Kahului, Maui, T.H., in accordance with ComHawSeaFron confidential routing instructions of 14 May 1945.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial

051

31 MAY 1945

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for May 1945.

9. 16 May - 21 May 1945.

(3) Moored to Pier #2, Inner Harbor, Kahului, Maui, T.H.

(4) Discharging cargo 24 hours a day.

1630, 21 May 1945, Construction Battalion completed discharging cargo.

10. 22 May 1945.

(1) Operating singly.

(3) Positions:

	0800	1200	2000
Lat.	21°03'00" N	21°02'00" N	
Long.	156°31'00" W	157°21'00" W	Moored

Weather: Clear, warm, moderate sea and breeze.

(4) 0657, underway from Pier #2, Inner Harbor, Kahului, Maui, T.H., to Pearl Harbor, T.H., in accordance with ComHaw-SeaFron confidential routing instruction K-226 of 21 May 1945.

1616, moored port side to U.S.S. BANDERA (APA 131) in berth Xray 4, East Lock, Pearl Harbor, T.H.

11. 23 May 1945.

(3) Moored in berth Xray 4, East Lock, Pearl Harbor, T.H., awaiting orders.

12. 24 May 1945.

(4) 1516, underway from berth X-4, East Lock, Pearl Harbor, T.H., to Honolulu, T.H., in accordance with Port Director, Pearl Harbor, dispatches 232200 and 240204.

1748, moored Port side to Pier 39A, Honolulu, T.H.

2140, Army stevedores commenced loading cargo.

13. 25 May - 29 May 1945.

(3) Moored to Pier 39A, Honolulu, T.H.

(4) Army stevedores loading cargo.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial

051

31 MAY 1945

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for May 1945.

14. 30 May 1945.

- (1) Steaming singly.
- (2) ComHawSeaFron confidential routing instructions of 29 May 1945, serial 0682 R.J.M./km.

(3) Positions: 0800 1200 2000
 Lat. 20°40'00" N
 Long. Moored Moored 158°01'00" W

Weather: Clear, warm, gentle breeze, calm sea.

- (4) 0945 - Completed loading cargo.
1335 - In accordance with ComServPac personnel order No. PM 6952 of 28 May 1945, 18 Navy Personnel reported aboard for passage to Navy #926.
1705 - Underway from Honolulu, T.H., to Eniwetok, Marshall Islands, in accordance with ComHawSeaFron confidential routing instructions of 29 May 1945.

15. 31 May 1945.

- (1) Steaming singly.
- (3) Positions: 0800 1200 2000
 Lat. 19°58'00" N 19°50'00" N 19°36'30" N
 Long. 160°15'00" W 161°11'00" W 163°21'00" W

Weather: Clear, warm, moderate breeze and sea.

cc: CinCPac

John D. Hoffman
JOHN D. HOFFMAN.

AKA83/A12
Serial 052

U. S. S. VINTON (AKA 83)

REG. NO 216
R. S. NO
REG. SHEET NO 144

c/o Fleet Post Office,
San Francisco, Calif.,
30 June 1945.

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

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary of the U.S.S. VINTON (AKA 83) for June 1945.

1. 1 June 1945. Time zone: Plus 10.

- (1) Operating singly.
- (2) ComHawSeaFron confidential routing instructions of 29 May 1945, serial 0682 R.V.M/km.
- (3) Positions:
- | | 0800 | 1200 | 2000 |
|-------|--------------|--------------|--------------|
| Lat. | 19°12'00" N | 19°02'00" N | 19°54'00" N |
| Long. | 166°28'00" W | 167°28'00" W | 167°38'00" W |

Weather: Clear. Moderate sea and breeze.

- (4) 1537, changed course to 035° to comply with ComHawSeaFron confidential dispatch 020031. 1800, retarded clocks one hour to conform with time zone plus 11. 2018, exchanged calls with U.S.S. GATO. 2047, received SMITH, R. H., Bkr3c(T), 376 70 35, USN, aboard for emergency medical treatment, authority of ComSubsPac's dispatch and ComHawSeaFron confidential dispatch 020031.
- (5) Diverted by ComHawSeaFron confidential dispatch 020031 to rendezvous with U.S.S. GATO (SS 212) at 20°00'00" N, 167°30'00" W, to receive emergency medical patient.

2. 2 June 1945.

- (3) Positions:
- | | 0800 | 1200 | 2000 |
|-------|--------------|--------------|--------------|
| Lat. | 18°37'00" N | 18°22'00" N | 18°02'00" N |
| Long. | 170°03'00" W | 171°08'00" W | 173°05'00" W |

Weather: Clear. Moderate breeze and sea.

3. 3 June 1945.

- (3) Positions:
- | | 0800 | 1200 | 2000 |
|-------|--------------|--------------|--------------|
| Lat. | 17°30'00" N | 17°18'00" N | 16°52'00" N |
| Long. | 175°43'00" W | 176°36'00" W | 178°37'00" W |

Weather: Partly cloudy, occasional light rains squalls, moderate sea and breeze.

130769

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 052

30 June 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for June 1945.

(4) 1800, retarded clocks one hour to conform with time zone plus 12. 2400, advanced clocks 24 hours to conform with time zone minus 12 (5 June 1945).

4. 5 June 1945.

(3) Positions: 0800 1200 2000
Lat. 16°13'00" N 15°57'00" N 15°27'00" N
Long. 178°46'00" E 177°48'00" E 176°03'30" E

Weather: Clear, occasional passing showers, moderate sea and breeze.

5. 6 June 1945.

(3) Positions: 0800 1200 2000
Lat. 14°44'00" N 14°29'30" N 14°01'00" N
Long. 173°25'00" E 172°30'30" E 170°41'00" E

Weather: Cloudy, frequent showers, moderate sea and breeze.

6. 7 June 1945.

(3) Positions: 0800 1200 2000
Lat. 13°11'30" N 13°04'00" N 12°28'00" N
Long. 168°08'00" E 167°16'30" E 165°30'00" E

Weather: Hot, clear, moderate sea and breeze.

(6) Expended 400 rounds of .50 caliber ammunition during firing practice.

7. 8 June 1945.

(3) Positions: 0800
Lat. 11°28'30" N
Long. 162°50'30" E

(4) 1036, anchored in Berth 62, "B" anchorage, Eniwetok Lagoon, Eniwetok Atoll, Marshall Islands, awaiting orders.

8. 9 June 1945.

(3) Weather: Clear, moderate breeze and sea.

(4) Anchored in Eniwetok Lagoon, awaiting orders.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 052

30 June 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for June 1945.

9. 10 June 1945.

(1) Steaming singly.

(3) Positions: 0800 1200 2000
 Lat. Anchored in Berth B-62, 11°23'00" N
 Long. Eniwetok Atoll, Marshall 161°08'00" E
 Islands.

(4) 1344, underway from "B" anchorage, berth 62, Eniwetok Atoll, Marshall Islands, to Apra Harbor, Guam, Marianas Islands, in accordance with Port Director, Eniwetok, confidential sailing orders A4-3/JHB/wde/L of 10 June 1945.

10. 11 June 1945.

(1) Steaming singly.

(3) Positions: 0800 1200 2000
 Lat. 11°50'30" N 12°05'00" N 12°28'00" N
 Long. 158°10'00" E 157°09'30" E 155°00'00" E

Weather: Clear, moderate sea and breeze.

(4) 1800, retarded clocks 1 hour to conform with time zone minus 11.

11. 12 June 1945.

(3) Positions: 0800 1200 2000
 Lat. 12°50'00" N 13°00'00" N 13°20'00" N
 Long. 152°00'00" E 150°59'00" E 148°41'00" E

Weather: Clear, moderate sea and breeze.

(4) 1800, retarded clocks one hour to conform with time zone minus 10.

12. 13 June 1945.

(3) Positions: 0800 1200 2000
 Lat. 13°40'00" N 13°33'00" N Moored
 Long. 145°37'00" E 144°37'00" E

Weather: Clear, moderate sea and breeze.

U. S. S. VINTON (AKA 83)

AKA83/AL2

Serial 052

30 June 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for June 1945.

(4) 1820, moored port side to S.S. JAMES H. KIMBALL in berth 10, Apra Harbor, Guam, Marianas Islands.

13. 14 June 1945.

(3) Positions: 0800
Lat. 13°27'30" N
Long. 144°39'18" E

Weather: Scattered showers, moderate breeze.

(4) 0723, underway from berth 10, Apra Harbor, Guam, to Pier B, Apra Harbor, Guam, in accordance with Port Director, Guam, 131412, visual dispatch. 0828, moored port side to Pier B, Apra Harbor, Guam. 1315, U.S.N. Construction Battalion commenced discharging cargo.

14. 15 June - 18 June 1945.

(4) Discharging cargo.

15. 19 June 1945.

(4) 0110, U.S.N. Construction Battalion started loading cargo.

16. 20 June 1945.

(4) Loading and discharging cargo. 2015, finished discharging cargo.

17. 21 June - 24 June 1945.

(4) Loading cargo.

18. 25 June 1945.

(1) Steaming singly.

(2) ComMarianas secret dispatch 250537 June.

(3) Positions: 0800 1200 2000
Lat. MOORED 13°02'00" N
Long. 144°13'00" E

Weather: Clear, moderate sea and breeze.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial 052

30 June 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for June 1945.

- (4) 0115, U.S.N. Construction Battalion completed loading cargo. 0617, underway from Pier B, Apra Harbor, Guam, to Berth 562, Apra Harbor, Guam, in accordance with Port Director, Guam, dispatch 241440. 0646, anchored in Berth 562, Apra Harbor, Guam. 1105, received aboard 6 Army officers and 77 Army enlisted men for transportation. 1700, underway from Berth 562, Apra Harbor, Guam, Marianas Islands to Ulithi, Caroline Islands, in accordance with Port Director, Guam, confidential routing instructions of 25 June 1945.

19. 26 June 1945.

- (1) Steaming singly.

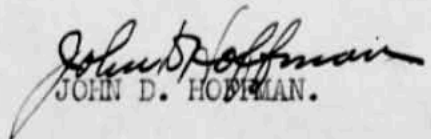
- (3) Positions: 0800 1200 2000
 Lat. 11°24'00" N 10°47'30" N
 Long. 141°36'00" E 140°48'00" E Anchored

Weather: Clear, moderate sea and breeze.

- (4) 1826, anchored in berth 143, Ulithi Lagoon, Caroline Islands, in 24 fathoms of water, coral bottom, with 75 fathoms of chain to the port anchor, awaiting orders.
- (6) Expended 5 rounds 5"38 caliber AAC; 69 rounds 40mm; and 1313 rounds 20mm ammunition during firing practice.

20. 27 June - 30 June 1945.

- (4) Anchored in berth 143, Ulithi Lagoon, Caroline Islands, awaiting orders.


JOHN D. HOFFMAN.

cc: CinCPac

112

AKA83/A12
Serial 057

U. S. S. VINTON (AKA 83)

REG. NO 278
R. S. NO
REG. SHEET NO 174

c/o Fleet Post Office,
San Francisco, Calif.,
1 August 1945.

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

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

1. 1 July - 9 July 1945. Time zone minus 10.
(4) Anchored in berth #143, Ulithi Lagoon, Caroline Islands, awaiting orders.

2. 10 July 1945.

- (1) Convoy UOK 36 with 28 ships.
Convoy Commodore - U.S.S. MARATHON (APA 200).
C.T.U. 94.18.20 with 4 destroyers as escort.
Escort Commander - U.S.S. MAYRANT (DD 402).

- (2) Ulithi, Port Director confidential sailing orders of 9 July 1945.

- (3) Positions:

	0800	1200	2000
Lat.	10°00'00" N	10°34'00" N	11°59'00" N
Long.	139°49'00" E	139°44'00" E	138°40'00" E

Weather: Partly cloudy, few scattered showers, slight breeze and smooth sea.

- (4) 0637 - Underway from Ulithi Lagoon, Caroline Islands, to Okinawa. 0730 - Arrived on station #33 of convoy.

- (6) Ammunition expended: 20 rounds 5" AA Common; 271 rounds 40mm; 1340 rounds 20mm.

3. 11 July 1945.

- (3) Positions:

	0800	1200	2000
Lat.	14°12'30" N	14°52'30" N	16°23'00" N
Long.	137°05'30" E	136°37'00" E	135°28'00" E

Weather: Partly cloudy and squally, slight breeze and smooth sea.

- (4) Steaming in convoy UOK 36. 1400 - Retarded clocks 1 hour to conform with time zone minus nine.

137043

AKA83/A12

1 August 1945.

Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

(3) Positions: 0800 1200 2000
 Lat. 18°32'30" N 19°15'00" N 20°37'00" N
 Long. 133°49'00" E 133°16'30" E 132°11'30" E

(4) Steaming in convoy UOK 36.

(3) Positions: $\frac{0800}{22^{\circ}45'00'' \text{ N}}$ $\frac{1200}{23^{\circ}20'00'' \text{ N}}$ $\frac{2000}{24^{\circ}34'00'' \text{ N}}$
 Long. $130^{\circ}44'00'' \text{ E}$ $130^{\circ}15'00'' \text{ E}$ $129^{\circ}12'00'' \text{ E}$

(4) Steaming in convoy UOK 36.

6. 14 July 1945.

(3) Positions: 0800 1200 2000
 Lat. 26°14'00" N
 Long. 127°30'00" E ANCHORED

(4) 0953 - Anchored in berth #109, Hagushi Bay, Island of Okinawa.

(3) Anchored in Berth H-109, Hagushi Bay, Island of Okinawa.

Weather: Overcast and squally, strong wind and rough choppy sea.

(4) No cargo discharged this date on account of bad weather and sea conditions.

(5) 0200 - Received orders from Port Director, Hagushi, to discharge cargo.

U. S. S. VINTON (AKA 83)

AKA83/A12

Serial

057

1 August 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

8. 16 July 1945.
- (3) Anchored in berth H-109, Hugushi Bay, Island of Okinawa.
- (4) 0710 - Crew commenced discharging cargo.
9. 17 July 1945.
- (3) Anchored as before.
- (4) Crew discharging cargo throughout the day and night.
10. 18 July 1945.
- (3) Anchored as before.
- (4) Discharging cargo. 1920 - Stopped discharging cargo.
- (5) 1816 - Execute Typhoon plan William, from CTG 99.1.
11. 19 July 1945.
- (1) Task Unit 99.1.211.
U.S.S. GRUNDY (APA 111), Unit Commander.
Unit consisting of 6 naval auxiliary vessels and 2 Merchant ships, escorted by 2 DDs and 1 APD.
- (2) Commander Task Group 31.22 (CTG 99.1) operating plan A3-45 (Typhoon Plan X).
- (3) Positions: 0800 1200 2000
Lat. 26°17'00" N 25°59'00" N 25°39'00" N
Long. 127°38'00" E 127°48'00" E 128°53'00" E
Weather: Squally, light breeze in morning, gradually increasing to a strong breeze at 2400. Rough sea.
- (4) 0630 - Underway from berth H-109 to execute Typhoon Plan Xray (East) in accordance with Port Director, Okinawa dispatch 182225.
- (5) 0215 - Execute Typhoon Plan Xray at first light.
12. 20 July 1945.
- (3) Positions: 0800 1200 2000
Lat. 25°28'00" N 25°45'00" N 25°51'00" N
Long. 129°46'00" E 129°22'00" E 129°16'30" E

U. S. S. VINTON (AKA 83)

AKA83/A12

Serial 057

1 August 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

Weather: Partly cloudy and squally. Fresh to moderate SSW breeze and moderately rough sea, moderating.

- (4) Steaming in Task Unit 99.1.211 in execution of Typhoon Plan Xray.

13. 21 July 1945.

- (3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	26°03'00" N		
Long.	127°38'00" E	ANCHORED	

- (4) 1054 - Anchored in berth H-109, Hagushi Harbor, Island of Okinawa. 1139 - Crew resumed work discharging cargo.

14. 22 July 1945.

- (3) Anchored in berth H-109, Hagushi Bay, Island of Okinawa.
(4) Discharging cargo. 1550 - Completed work discharging cargo.

15. 23 July 1945.

- (1) Convoy OKU 15, consisting of 4 naval auxiliary vessels and 2 merchant ships, escorted by DE 643, DE 370, and DE 644. Convoy Commodore in U.S.S. SUAMICO (AO 49). Escort Commander in U.S.S. DAMON M. CUMMINGS (DE 643).

- (3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.		26°08'30" N	24°57'30" N
Long.	ANCHORED	127°34'30" E	128°14'30" E

Weather: Clear, gentle breeze from SSW, moderate sea.

- (4) 1001 - Underway from berth H-109, Hagushi, Okinawa, to Ulithi, Caroline Islands in accordance with Port Director, Okinawa, confidential sailing orders of 23 July 1945. 1130 - Convoy OKU 15 formed, this vessel on station.
(5) Port Director, Okinawa, confidential sailing orders of 23 July 1945.

16. 24 July 1945.

- (3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	23°16'30" N	22°35'00" N	21°15'00" N
Long.	129°40'30" E	130°12'30" E	131°20'00" E

U. S. S. VINTON (AKA 83)

AKA83/A12

Serial

057

1 August 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

Weather: Clear, gentle breeze, smooth sea.

(4) Steaming in Convoy OKU 15.

17. 25 July 1945.

(3) Positions:

	0800	1200	2000
Lat.	19°26'30" N	18°53'30" N	17°34'00" N
Long.	132°37'00" E	133°07'00" E	133°59'00" E

Weather: Clear, gentle breeze, smooth sea.

(4) 1800 - U.S.S. SUAMICO (AO 49) and U.S.S. NIOBRARA and U.S.S. WILLIAMSON (DE 370) were detached in accordance with Port Director, Okinawa, dispatch 230803. U.S.S. VINTON (AKA 83) assumed duties of Convoy Commodore in accordance with Convoy Commodore's dispatch 251304.

18. 26 July 1945.

(1) Convoy OKU 15. U.S.S. VINTON (AKA 83) Convoy Commodore. Unit consists of U.S.S. VINTON (AKA 83), U.S.S. SABIC (AK 121), S.S. YUGOSLAVIA VICTORY, S.S. THOMAS KEARNS, and escorts, U.S.S. DAMON M. CUMMINGS (DE 643), Escort Commander, and U.S.S. VALMEN (DE 644).

(3) Positions:

	0800	1200	2000
Lat.	15°59'00" N	15°22'00" N	14°16'00" N
Long.	135°15'00" E	135°42'00" E	136°33'30" E

Weather : Partly cloudy and clear, occasional light showers, light breeze from SW, smooth sea.

(4) Steaming in Convoy OKU 15. Advanced clocks 1 hour to conform to time zone minus 10.

19. 27 July 1945.

(3) Positions:

	0800	1200	2000
Lat.	12°48'30" N	12°22'00" N	11°21'00" N
Long.	137°32'00" E	137°52'00" E	138°31'00" E

Weather: Clear, light breeze, smooth sea.

(4) Steaming in Convoy OKU 15.

U. S. S. VINTON (AKA 83)

AKA83/A12
Serial

057

1 August 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

20. 28 July 1945.

(3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	10°05'00" N		
Long.	139°49'00" E	ANCHORED	

Weather: Clear, gentle breeze, smooth sea.

(4) 1013 - Anchored in berth 30, Ulithi Lagoon, West Caroline Islands, in 24 fathoms of water, awaiting onward routing.

21. 29 July 1945.

(1) Operating singly enroute to Pearl Harbor, Hawaii.

(3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	09°59'08" N	10°14'30" N	10°30'30" N
Long.	139°47'30" E	140°46'00" E	142°41'30" E

Weather: Clear, moderate breeze, moderate sea.

(4) 0656 - Underway from berth 30, Ulithi Lagoon, West Caroline Islands, to Pearl Harbor, T.H., in accordance with Port Director, Ulithi, secret routing instructions A4-3/9 of 28 July 1945.

22. 30 July 1945.

(3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	10°34'00" N	10°35'00" N	10°42'00" N
Long.	145°33'00" E	146°28'00" E	148°40'00" E

Weather: Overcast and squally, gentle breeze, slight sea.

23. 31 July 1945.

(3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	10°49'00" N	10°50'00" N	10°47'30" N
Long.	151°51'00" E	152°10'00" E	153°45'00" E

Weather: Partly cloudy, clearing at noon, moderate breeze, moderate sea.

(4) 1800 - Advanced clocks one hour to conform with time zone minus 11. 1905 - Radar made contact on unidentified plane,

U. S. S. VINTON (AKA 83)

AKA83/A12

Serial

057

1 August 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for July 1945.

110° (T), distance 24 miles. General quarters. 1912 -
Plane identified as friendly, secured from general quarters.

John D. Hoffman
JOHN D. HOFFMAN.

cc: CinCPac.

AKA83/A12
Serial 058

U.S.S. VINTON (AKA 83)

REG. NO 364
R. S. NO
REG. SHEET NO 81

1 September 1945.

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

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for August 1945.

1. 1 August 1945. Time zone minus 11.

(1) Operating singly.

(2) Port Director, Ulithi, secret routing instructions
A4-3/9 of 28 July 1945.

(3) Positions: 0800 1200 2000
Lat. 10°54'00" N 10°50'00" N 10°54'00" N
Long. 156°45'00" E 157°44'30" E 159°42'00" E
Weather: Partly cloudy and clear. Moderate Easterly
breeze and moderately rough sea.

2. 2 August 1945.

(3) Positions: 0800 1200 2000
Lat. 11°14'00" N 11°26'30" N 12°04'30" N
Long. 162°30'00" E 163°29'30" E 165°25'00" E
Weather: Partly cloudy and clear. Fresh Easterly breeze
and moderately rough sea.

3. 3 August 1945.

(3) Positions: 0800 1200 2000
Lat. 12°57'30" N 13°22'00" N 13°48'00" N
Long. 168°18'30" E 169°15'30" E 171°08'00" E
Weather: Overcast, squally. Moderate to fresh East-
North-Easterly breeze, moderate choppy sea.

4. 4 August 1945.

(3) Positions: 0800 1200 2000
Lat. 14°29'00" N 14°42'30" N 15°10'30" N
Long. 173°40'00" E 174°46'00" E 176°30'00" E

Weather: Clear, moderate Easterly breeze, and moderate sea.

(4) 0000 - Advanced clocks one hour to conform with time zone
minus twelve.

139208

U.S.S. VINTON (AKA 83)

AKA83/A12
Serial 058

1 September 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for August 1945.

5. 4 August 1945.

(3) Positions: 0800 1200 2000
Lat. 15°53'00" N 16°08'00" N 16°32'30" N
Long. 179°19'00" W 179°38'00" W 177°43'00" W

Weather: Partly cloudy and clear. Fresh Easterly breeze and moderate choppy sea.

(4) 0000 - Retarded clocks 24 hours to conform with time zone plus twelve.

6. 5 August 1945.

(3) Positions: 0800 1200 2000
Lat. 17°15'30" N 17°28'30" N 17°47'30" N
Long. 174°48'00" W 173°48'30" W 171°49'30" W

Weather: Partly cloudy and clear. Fresh to strong Easterly breeze and rough choppy sea.

7. 6 August 1945.

(3) Positions: 0800 1200 2000
Lat. 18°16'00" N 18°26'30" N 18°48'00" N
Long. 169°07'00" W 168°03'00" W 166°02'00" W

Weather: Clear, with passing clouds. Moderate Easterly breeze and moderate sea.

(4) 0000 - Advanced clocks one hour to conform with time zone plus eleven.

8. 7 August 1945.

(3) Positions: 0800 1200 2000
Lat. 19°17'00" N 19°25'30" N 19°41'30" N
Long. 163°11'00" W 162°07'00" W 160°01'00" W

Weather: Clear. Moderate breeze from East, moderate sea.

(4) 0000 - Advanced clocks one hour to conform with time zone plus ten.

9. 8 August 1945.

U.S.S. VINTON (AKA 83)

AKA83/A12
Serial 058

1 September 1945.

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

Subject: War Diary of the U.S.S. VINTON (AKA 83) for August 1945.

(3) Positions: 0800
Lat. 20°53'00" N
Long. 157°55'00" W

Weather: Clear with passing clouds. Moderate Easterly breeze, moderate sea.

(4) 0000 - Advanced clocks 30 minutes to conform with time zone plus nine and one-half.

1106 - Moored to mooring buoys in Berth X-7, East Loch, Pearl Harbor, T. H.

10. 9 August - 31 August 1945.

(3) Moored in Berth X-7, East Loch, Pearl Harbor, T. H., waiting orders.

John D. Hoffman
JOHN D. HOFFMAN.

cc: CinCPac

AKA83/AL2
Serial 060

U.S.S. VINTON (AKA-83)

1 October 1945.

CONFIDENTIAL

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

Subject: War Diary of the U.S.S. VINTON (AKA-83) for September 1945.

1. 1 September - 6 September 1945. Zone time plus 9 1/2.
 - (1) Moored in Berth X-7, East Loch, Pearl Harbor, T.H., waiting orders.
2. 7 September 1945.
 - (4) 1430 Underway from Berth X-7, East Loch, Pearl Harbor, T.H., pursuant to visual dispatch Port Director, Pearl Harbor, T.H., dated 6 September 1945. 1745 Moored starboard side to Berth 39E, Honolulu, T.H.
3. 8 September - 21 September 1945.
 - (1) Moored to Berth 39E, Honolulu, T.H., Loading cargo.
4. 22 September 1945.
 - (1) Operating singly.
 - (2) Commander Hawaiian Sea Frontier Confidential sailing orders serial number 01520 of 21 September 1945.
 - (3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.		21°-19' N	21°-04'30" N
Long.		157°-52' W	159°-51'30" W
 - Weather: Light breeze, partly cloudy, good visibility, smooth sea.
 - (4) 1130 Underway from Berth 39E, Honolulu, T.H., enroute to Tinian, Mariannas Islands, pursuant to confidential sailing orders serial number 01520 of 21 September 1945 from Commander Hawaiian Sea Frontier. 1800 Retarded clocks thirty (30) minutes to conform with Zone plus 10.

146759

AKA83/AL2
Serial 060

U.S.S. VINTON (AKA-83)

1 October 1945.

CONFIDENTIAL

Subject: War Diary of the U.S.S. VINTON (AKA-83) for September 1945.

5. 23 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	$21^{\circ}-10'N$	$21^{\circ}-12'N$	$21^{\circ}-19'N$
Long.	$162^{\circ}-56'W$	$164^{\circ}-02'W$	$166^{\circ}-18'W$

Weather: Light breeze moving from WSW to NNE. Steady barometer, partly cloudy, good visibility.

(4) 1800 Retarded clocks one hour to conform to time zone plus 11.

6. 24 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	$21^{\circ}-18'N$	$21^{\circ}-16'N$	$21^{\circ}-08.5'N$
Long.	$169^{\circ}-21'W$	$170^{\circ}-21'W$	$172^{\circ}-13.5'W$

Weather: Gentle breeze from ENE, steady barometer, partly cloudy with occasional showers, visibility good.

7. 25 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	$21^{\circ}-06'N$	$21^{\circ}-01'N$	$20^{\circ}-53'N$
Long.	$175^{\circ}-09'W$	$176^{\circ}-09'W$	$178^{\circ}-21'W$

Weather: Gentle breeze from NE. Steady barometer, partly cloudy, good visibility.

(4) 1800 Retarded clocks one hour to conform to time zone plus 12.

8. 27 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	$20^{\circ}-44'N$	$20^{\circ}-36'N$	$20^{\circ}-21.5'N$
Long.	$178^{\circ}-52'E$	$177^{\circ}-50'E$	$175^{\circ}-57.5'E$

Weather: Gentle breeze from NE. Steady barometer, party cloudy, good visibility.

AKA83/AL2
Serial 060

U.S.S. VINTON (AKA-83)

1 October 1945.

CONFIDENTIAL

Subject: War Diary of the U.S.S. VINTON (AKA-83) for September 1945.

27 September 1945 (Continued)

- (4) 0000 Advanced ship's clocks 24 hours to conform with time zone minus 12.

9. 28 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	19°-59.5'N	19°-50'N	19°-33.0'N
Long.	173°-09.0'E	172°-12'E	169°-59.5'E

Weather: Light breeze backing from ESE to ENE, partly cloudy, occasional showers, good visibility, steady barometer.

- (4) 1800 Retarded clocks one hour to conform with time zone minus 11.

10. 29 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	19°-13.5'N	19°-02'N	18°-43.3'N
Long.	167°-05.0'E	166°-03'E	164°-10.5'E

- (4) 0945 Passed Wake Island abeam to starboard, distant 9 miles.

11. 30 September 1945.

(3) Positions:

	0800	1200	2000
Lat.	18°-31.5N	18°-16.0'N	17°-53.0'N
Long.	161°-53.0'E	160°-22.0'E	158°-36.5'E

Weather: Moderate breeze hauling from ENE to ESE, partly cloudy with scattered showers, good visibility, steady barometer.

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John D. Hoffman
JOHN D. HOFFMAN.

U.S.S. VINTON (AKA-83)

AKA83/A12
Serial: 061

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03 Room 2055

8 DEC 1945

AKA 83

1 November 1945.

478

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, U.S. Fleet.
Subject: War Diary of the U.S.S. VINTON (AKA-83) for October 1945.

1. 1 October 1945.

(1) Operating singly.

(2) Commander Hawaiian Sea Frontier confidential sailing orders serial number 01520 of 21 September 1945.

(3) Positions:	0800	1200	2000
Lat.	18°-16.5'N	17°-05'N	16°-38'N
Long.	155°-56.5'E	155°-00'E	152°-57'E

Weather: Moderate breeze from SSE, partly cloudy to overcast, good visibility, steady barometer.

(4) 1800 Retarded clocks one (1) hour to conform with time zone minus 10.

2. 2 October 1945.

(3) Positions:	0800	1200	2000
Lat.	16°-11'N	15°-53' N	15°-26.5'N
Long.	150°-26'E	149°-26.5'E	147°-47.5'E

Weather: Fresh breeze diminishing to moderate from SE, partly cloudy, good visibility, steady barometer.

(4) Steaming as before.

3. 3 October 1945.

(3) Positions:	0800	1200	2000
Lat.	14°-56'N	Anchored	Anchored
Long.	145°-37'E	Anchored	Anchored

Weather: Moderate breeze from SSE, partly cloudy, good visibility, steady barometer.

U.S.S. VINTON (AKA-83)

AKA83/A12
Serial: 061

1 November 1945.

CONFIDENTIAL

Subject: War Diary of the U.S.S. VINTON (AKA-83) for October 1945.

- (4) Steaming as before. 0819 Anchored in Berth F-18, Tinian Anchorage, Tinian, Marianas Islands.
- (5) Visual dispatch received from Port Director, Tinian, to be ready to proceed to Inner Harbor at 0700, 4 October 1945.

4. 4 October 1945.

(3) Positions:	0800	1200	2000
Lat.	14°-57'N	Moored	Moored
Long.	145°-37'E	Moored	Moored

Weather: Gentle breeze from east increasing to fresh, partly cloudy with scattered showers, slowly falling barometer reaching 2958 at 2400.

- (4) 0722 Underway from anchorage shifting berth to Inner Harbor, Tinian. 0814 Moored starboard side to Berth 4, Tinian Harbor. 1210 U.S. Army Port Battalion stevedores began discharging cargo.

5. 5 October - 14 October 1945.

- (1) Moored starboard side to Berth 4, Tinian Harbor, Tinian, Marianas Islands, discharging cargo.

6. 15 October 1945.

- (1) Operating singly.

(3) Positions:	0800	1200	2000
Lat.	Moored	Moored	14°-55'N
Long.	Moored	Moored	145°-15'E

Weather: Gentle breeze from ESE, partly cloudy, steady barometer, good visibility.

- (4) 1430 Completed discharging all cargo destined for Tinian. 1639 Underway from Tinian Harbor enroute to Port Apra, Guam pursuant to confidential sailing orders serial 0290 of 15 October 1945 from Assistant Port Director, Tinian.

U.S.S. VINTON (AKA-83)

AKA83/A12
Serial: 061

1 November 1945.

CONFIDENTIAL

Subject: War Diary of the U.S.S. VINTON (AKA-83) for October 1945.

7. 16 October 1945.

(1) Operating singly.

(3) Positions:	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	13°-27'N	Anchored	Anchored
Long.	144°-36'E	Anchored	Anchored

Weather: Gentle variable winds from East, partly cloudy,
steady barometer, good visibility.

(4) Steaming as before. 0810 Directed by visual dispatch Port Director, Port Apra, to proceed to anchorage in Agana Bay, Guam. 0825 Maneuvering on various courses at various speeds to anchorage. 0950 Anchored in Berth 617, Agana Bay, Guam.

8. 17 October 1945.

(1) Operating singly.

(3) Positions:	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	Anchored	Anchored	Anchored
Long.	Anchored	Anchored	Anchored

(4) Anchored in Agana Bay, Guam, as before. 1457 Underway from anchorage shifting berth to Port Apra, Guam, pursuant to visual dispatch Port Director, Port Apra. 1631 Entered Port Apra channel. 1658 Moored in Berth 5, Port Apra.

9. 18 October 1945.

(1) Operating singly.

(3) Positions:	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	Moored	Moored	Moored
Long.	Moored	Moored	Moored

(4) 0945 U.S. Naval Construction Battalion stevedores began discharging cargo into lighters, planning to work two eight hour shifts, five and one half days per week.

U.S.S. VINTON (AKA-83)

AKA83/A12
Serial: 061

1 November 1945.

CONFIDENTIAL

Subject: War Diary of the U.S.S. VINTON (AKA-83) for October 1945.

10. 19 October - 20 October 1945.
(1) Moored in Berth 5, Port Apra, Guam, discharging cargo.
11. 21 October 1945.
(1) Moored in Berth 5, Port Apra, Guam.
12. 22 October 1945.
(1) Operating singly.
(3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	Moored	Moored	Moored
Long.	Moored	Moored	Moored

(4) 0925 Underway shifting berths. 0940 Moored port side to Berth "H", Port Apra, Guam. Continued discharging cargo.
13. 23 October - 28 October 1945.
(1) Moored port side to Berth "H", Port Apra, Guam, discharging cargo.
14. 29 October 1945.
(4) 1700 Finished discharging cargo.
15. 30 October 1945.
(1) Operating singly.
(3) Positions:

	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	Moored	Moored	12°-53'N
Long.	Moored	Moored	144°-00'E

Weather: Gentle breeze from SSE, moderate swell, good visibility, steady barometer.

U.S.S. VINTON (AKA-83)

AKA83/A12
Serial: 061

1 November 1945.

CONFIDENTIAL

Subject: War Diary of the U.S.S. VINTON (AKA-83) for October 1945.

- (4) 1515 Underway from Port Apra, Guam to Manus, Admiralty Islands pursuant to order 2781 of 30 October 1945 from Port Director, Port Apra. 1945 Took departure, set course 279°T, speed 16.2 knots (90 RPM). 1610 Changed course to 191°T. 1720 Changed course to 247°T. 1915 Changed course to 229°T. 2250 Changed course to 180°T.

16. 31 October 1945.

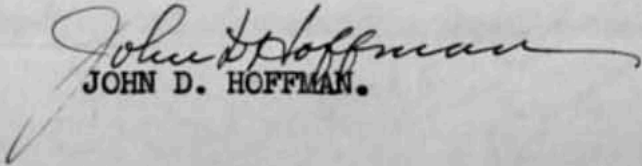
- (1) Operating singly.

(3) Positions:	0800	1200	2000
Lat.	10°-22'N	9°-23'N	7°-28.5N
Long.	143°-24'E	143°-27'E	143°-30.0E

Weather: Moderate breeze hauling from SSE, to WSW, good visibility, partly cloudy, smooth sea.

- (4) Enroute from Port Apra, Guam, to Manus, Admiralty Islands.

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SHIPS SECTION
OFFICE OF PUBLIC INFORMATION
NAVY DEPARTMENT

MAY 20 1946

AKA83/A12-1/F1-7

U.S.S. VINTON (AKA-83)

Serial 283

20 December 1945.

From: The Commanding Officer.
To : The Secretary of the Navy (Office of Public Information),
(Three copies).

Subject: Ship's History and Biography of Commanding Officer -
Forwarding of.

Reference: (a) ALFAC No. 318-45.

Enclosure: (A) History of U.S.S. VINTON (AKA-83).
(B) Biography of Captain John D. HOFFMAN, (DM), USNR.

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

2. The Ship's History and Biography of the Commanding Officer were prepared by the Ship's Medical Officer, Lieutenant James F. COLLIER, (MC), USNR.

Copy to:

Cincpac (PubInfo)(3 copies).
AdComFhbsPac (3 copies).
Fleet Hometown News Center,
344 N. Rush Street,
Chicago 11, Illinois,
(3 copies).

JOHN D. HOFFMAN.

158698

HISTORY OF U.S.S. VINTON (AKA-83)

With all of the traditional ceremony of the Navy, the U.S.S. VINTON (AKA-83), was placed in commission on February 23, 1945, at the yards of the Bethlehem Shipbuilding Company, Baltimore, Maryland. At that time she became the newest addition to the fast growing list of assault cargo ships that have played such a vital and important role in the war against the aggressor nations. In the presence of Navy dignitaries, including Vice Admiral Emory S. Land, (CC), USN (Ret), the officers and men of the Vinton and their guests, Captain John Ward, Assistant Industrial Manager, placed the ship in the command of her Captain, Commander John D. Hoffman, of East Orange, New Jersey. With the exchange of a few words, what was formerly a mere hull number in the files of the Maritime Commission, she became an active fighting member of the United States Navy.

The dignity and solemnity of the occasion was heightened by the presentation of the Bronze Star Award by Captain Ward to Lieutenant Commander H. I. Pratt, Executive Officer of the newly commissioned ship. Lieutenant Commander Pratt received the award in recognition for his work as the Commanding Officer of a mine sweeper in the assault on Normandy.

It had taken many months to build the Vinton, and likewise much time and effort had been expended in the formation and the training of her crew. This group had been brought together and taught to work as a unit, at the United States Naval Training Station, Newport, R.I. The men who were to man the ship's twenty four landing craft had received two months of specialized training in the handling of small boats at the Amphibious Training Base, Fort Pierce, Florida, before joining the rest of the crew at Newport. These men had been well trained, they knew their business, and they were ready to do a job. A number of the officers and men, department heads and key petty officers, had reported to the ship at Baltimore during the early stages of her conversion in order to assist in the installation of the various mechanical units, and to obtain a better knowledge of their operation.

With the formality of commissioning a matter of history, the serious business of preparing the Vinton to take her place in the ever lengthening chain of supply lines of the Navy was undertaken. Following her commissioning she spent a week in the Baltimore area, the time being utilized in taking aboard equipment and supplies and caring for the numerous details incident to such an undertaking. These were important days, and they were busy days, and all hands worked with a seriousness of purpose that augured well for the future of the Vinton. Within a space of seven days the ship was ready for sea and on March 1st she sailed for Norfolk, Virginia, with officers and men looking forward to the all important shakedown operations.

After a few days at this historic naval base, during which the plans for the shakedown cruise were received and studied, the Vinton steamed up the waters of Chesapeake Bay to undergo this series of rigorous tests which were to constitute a yardstick by which the abilities of the personnel of the new vessel would be measured. Any flaws in either the ship, her officers or her men would have to be brought to light and corrected at this time.

ENCLOSURE "A"

ENCLOSURE "A"

Beginning on March 7th and continuing for ten days, the newest AKA in the auxiliary fleet went thru her paces. All navigational conditions and tactical procedures and emergency situations were simulated and their resultant problems carried to a successful solution. All of the possible hazards confronting a naval vessel in the service of a nation at war were faced in theory and practice and the measures for combating these hazards employed. All operations were carried out under the close scrutiny of the shakedown board whose members aided the undertaking with helpful criticisms and suggestions. Every department had an opportunity to carry out its tasks under battle conditions. Particular attention was devoted to Gunnery, Construction and Repair, and the Boat Group. Firing at the sleeve and the drone, raising and lowering small boats, fire and damage control problems, simulated casualties, refueling at sea, and other operations gave all departments the opportunity to evaluate the extent of their preparedness for action. With exercises and maneuvers by day, and critiques and discussions by night, the shakedown period passed rapidly and on March 15th the Vinton tied up at the Portsmouth Naval Yard for a five day period of availability. Officers and men with their nerves all ready frayed, found that their troubles were just beginning and were soon deep in the struggle to determine what constituted important and necessary work and what did not. However, like all such crises, this one passed in a flurry of work orders, verbal tussles with yard officials, naval and civilian, days punctuated with the staccato tapping of the riveters gun, and nights filled with the glare of many colored torches. With all this behind it, the 83, after loading at the Norfolk Naval Supply Depot, steamed south to pass thru the Panama Canal, tarried overnight at Balboa while all hands partook of the delights of the Central American Republic, and then pointed for the Pacific bastion of Pearl Harbor. On the morning of April 16, 1945, Diamond Head, the famed island landmark was sighted and a few hours later, the Vinton lay at anchor, while all on board her gazed with wonder at this scene of feverish activity, filled with a new sense of the terrible urgency of war.

With no loss of time the newly arrived vessel unloaded her cargo, and ten days later, with her holds empty, she was steaming with a temporary training transport squadron, for exercises being held south of Oahu in the Maui area. Here for one week, in company with many other troop and cargo carrying auxiliaries, the Vinton participated in the most intensive and comprehensive maneuvers of her brief history. With firing practice, assault landings and fire and damage control problems by day, followed by simulated dive bombings and submarine attacks at night, the efficiency of the Vinton in combat tactics was further increased.

Following these strenuous exercises a pleasant interlude in the nature of a trip carrying cargo to the island of Maui was next on the schedule. After the fruitless search for the much publicised peace and beauty of the Oahu area, the attractions offered by this lesser known member of the Hawaiian group revived our lagging faith in the takes of the splendor of the islands. On May 24th, with her cargo delivered, the Vinton returned to Pearl Harbor and six days later, with her holds again full, she weighted anchor, making a stopover at Eniwetok in the Marshall Islands with her final destination Guam.

ENCLOSURE "A"

ENCLOSURE "A"

Two days out of Honolulu on June 1st, the assault cargo vessel assumed the role of a ship of mercy. Under radio orders she made a nocturnal rendezvous with the submarine U.S.S. GATO. The underwater vessel had aboard a man suffering with acute appendicitis, who had earlier that day been taken from another sub, the U.S.S. SILVERSIDES. In the dark of night the ailing sailor was brought aboard the larger vessel in a maneuver that did credit to the deck forces who accomplished it. In a few hours he underwent surgery and when the Vinton arrived at Guam thirteen days later, he was ready to rejoin his crew.

The arrival at this booming Pacific outpost took place on June 13th and the Vinton made ready to continue her journey into the setting sun. The now familiar pattern of unloading and reloading quickly unfolded itself and in less than two weeks the ship sailed for Ulithi in the Western Carolines, with the nearly conquered Okinawa as her ultimate goal.

On the morning of July 14th the Vinton in the company of several other transports, entered Hagushi Bay in Okinawa. For the first time in her short career there was no band of waiting Seabees or Army stevedores to perform the unloading chore and the crew of the Vinton set to work at this unfamiliar task. Quickly adapting themselves, the men made rapid inroads on the cargo filled holds despite the interruptions caused by the nightly alerts with their accompanying danger of bombing and kamakaze crashes. The unloading operation was further hampered on July 19th when the typhoon signal crackled over the radio. All hatches were closed, and the small boats sent scurrying to the comparative safety of a small inland river. The Vinton in the company of several other ships put to sea in convoy formation. That day and the day following, the group steamed in the vicinity of Okinawa in weather that sometimes approached typhoon proportions. With the storm in retreat, the ships reentered the harbor and unloading was completed without incident. With her task completed, the 83 returned to Ulithi and thence to Pearl Harbor, arriving on August 8th, a few days before the momentous surrender of Japan.

With the impending invasion of the Empire unnecessary and all plans for the island assault shelved, the Vinton, with many of her sister ships, marked time at Pearl Harbor. However, six weeks later, on September 22nd, with Tinian and Guam on her calling list she steamed west again. With this assignment completed, she pointed her bow toward the South Pacific, on a voyage that took the majority of the officers and crew for the first time over the equator, the fabled domain of King Neptune and Davy Jones. All Polywogs were introduced with fitting ceremony into the mysteries of the deep on November 2, 1945, and that afternoon the Vinton, with her newly made Shellbacks, steamed into Seeadler Bay, Manus, in the Admiralties. The next five weeks were accounted for by a short jaunt from Manus to Milne Bay, New Guinea, the loading of Dutch owned cargo and the three thousand mile journey to Batavia, the capital of the Dutch East Indian possession of Java.

ENCLOSURE "A"

ENCLOSURE "A"

Having discharged her cargo the Vinton received orders and was underway again with her destination Los Negros Island in the Admiralty group. After a brief stop at Biak Island, she arrived in the Admiralties on the seventh of January. Here she was loaded with cargo and homeward bound. A medical emergency forced her to pull into Hilo, in the Hawaiian Islands, long enough to discharge the patient.

On February 5, 1946 the USS Vinton passed under the Golden Gate, and tied up at San Francisco, Calif. Here and at Oakland the (83) discharged her cargo, then moved to Richmond Calif. to reload. On the 7th of February 1946 Captain John D. Hoffman was relieved as commanding Officer by Captain Solomon F. Oden, USN. The 22nd of February found the Vinton underway with orders for Brooklyn, New York, via Cristobal, C.Z.

Due to emergency Repairs there was a one day stop at San Pedro, California, after which the Vinton resumed her voyage toward the Canal. She arrived at Cristobal on the Atlantic side of the Panama Canal on the 6th of March. On the 9th she set her course for New York.

Since seventy percent of the ship's crew have thier homes in the New York Area, the Vinton's arrival at Bush Terminal, Brooklyn on 15 March made possible the visiting of families and friends of many for the first time in over a year. Upon the completion of unloading the ship was underway for Norfolk, Vrginia, with orders to decommission, her task in the Navy had been completed and now she was to be turned over to the War Shipping Administration.

On May 16, 1946 amid appropriate ceremony the commissioning pennant of the USS Vinton was hauled down. The ship affectionately referred to by it's crew as "The Mighty V" was retired from the Naval Service with the dignity and pride with which she entered.

"ENCLOSURE A"

"ENCLOSURE A "

BIOGRAPHY OF COMMANDING OFFICER, USS VINTON

John Dennis Hoffman was born in the city of Brooklyn, New York, on December 4, 1892, the son of George and Helen Hoffman. His father was of German extraction while his mother was Irish. His early education was supplied by the public school system of Brooklyn, while he attended High School at Albany, the state capitol, where he moved at the age of 16. During this four years Commander Hoffman, while standing high in his class scholastically, found time to hold down a line position on the high school football team.

After his graduation he entered the New York State Nautical Academy, in New York City in 1914. In Marseilles, France, during this year as part of a training cruise, his ship carried a group of refugees to the United States from a Europe over which the clouds of war were all ready gathering. After finishing the abbreviated two year course of study at the Nautical Academy in a year and a half, Commander Hoffman joined the Morgan Line on a run that went from New York to Galveston and New Orleans. Beginning as a deck apprentice, he worked his way thru all rates up to Master's.

On October 14, 1917, he married Ethel Brown, a high school classmate, of Albany. Two children were born of this union, John Dennis, Jr., born in 1921, and Mary V., who arrived in 1918. The former is a Lieutenant in the Navy and is Commanding Officer of a Mine Assembly Unit.

With the entry of the United States into the second world conflict, the present captain of the Vinton entered the Navy in June of 1941. He was first assigned to the U.S.S. PLEIADES (AK-46), as Navigator. Within a short space of time he became executive officer and eventually commanding officer. During these dark early days of the war, the Pleiades ran from New York to Iceland and Scotland thru the submarine infested waters of the North Atlantic. In June of 1944, Captain Hoffman was detached from this ship and a few months later was assigned to the Vinton, which was being converted in Baltimore, Maryland. Through the latter days of her conversion, through her commissioning, shakedown and her participation in the latter months of the Pacific war he has guided her unerringly. His thoughtfulness and fairness in dealing with those in his command have gained him the admiration and respect of his officers and men. On December 18, 1945, as this went to press the VINTON received word that Commander Hoffman had been promoted to the rank of Captain.

ENCLOSURE "B"

ENCLOSURE "B"