

IN REPLY
REFER TO NO.

Contributed by Frank Gerhardt

Reg. No.	193
R. S. No.	

AKA92/A12/fn
Serial: 010

U. S. S. WYANDOT (AKA-92)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

3 November 1944.

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

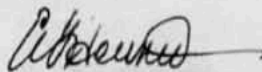
From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt Conf. Ltr. 2CL-44.

1. In accordance with reference (a) the War Diary of this vessel for the month of September 1944, is forwarded herewith.

30 September 1944.

The U.S.S. WYANDOT was placed in full commission at 1400 this date at the Moore Dry Dock, Oakland, California. The vessel was accepted for use in the Naval Service by Commander John Rylander, USNR., Commissioning Officer, representing the Commandant, Twelfth Naval District. Commander Ezra G. Howard, USN., read his orders and accepted command.

At 1600 berth was shifted to Naval Supply Depot, Oakland, California, where the Fitting-Out-Period commenced.


E. G. HOWARD.

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AKA92/A12/fn
Serial: 011

U. S. S. WYANDOT (AKA-92)

c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

3 November 1944.

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Conf. Ltr. 2CL-44.

1. In accordance with reference (a) the War Diary of this vessel for the month of October 1944, is forwarded herewith.

1 - 4 October 1944.

Moored in the Naval Supply Depot taking on equipment and supplies. On 2 October the officers of the Boat Group reported for duty, and on 4 October the crews of the Landing Craft came aboard.

5 October 1944.

Moved to Pier 31N, San Francisco, California, for deperming.

6 October 1944.

Left Pier 31N and anchored in San Francisco Bay. During the day, 8 LCM's, 15 LCVP's and 1 LCPL were taken aboard.

7 October 1944.

After compensating magnetic compasses in the bay moored at Naval Drydock, Hunters Point for radar calibration. Upon completion returned to the Naval Anchorage.

8 October 1944.

Left the harbor and spent the day in the vicinity of the Farallone Islands, conducting Structural Firing Tests, Operating Tests of Machinery, and Deep Sea Anchor Test. Upon completion returned to the Naval Anchorage in San Francisco Bay.

9 - 10 October 1944.

Remained at anchor exercising at various drills. On 9 October reported by despatch to Cominch, CincPac, COTCPac, and C.T.G. 14.4 that vessel would be ready for Shakedown at 0001T 11 October.

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3 November 1944.

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

Subject: War Diary.

11 - 12 October 1944.

At 1357, 11 October underway for San Pedro, California, in accordance C. T. F. 14 Confidential Serial #00364 of September 22, 1944. Enroute conducted various drills as well as steering tests and full power run.

Positions: 11 Oct. - 2000 - 37 Deg. 16' N., 123 Deg. 10' W.
12 Oct. - 0800 - 35 " 19' N., 121 " 50' W.
1200 - 34 " 35' N., 121 " 45' W.
2000 - 33 " 35' N., 120 " 39' W.

13 October 1944.

Anchored in San Pedro Harbor at 0910. At 0950 The San Pedro Shakedown Group Inspecting Party, Captain Feineman, USN., Senior Member, boarded and conducted a materiel inspection.

14 - 26 October 1944.

Operating as part of T. G. 14.4 in accordance with C. T. G. 14.4 Operation Plans 17 of 7 October, 18 of 14 October and 19 of 21 October, 1944. Generally underway at 0800 to the scheduled operating areas to conduct the day's exercises returning to anchorage at night except when on maneuvers. The following is a summary of the activities:

14 October 1944.

Conducted drills throughout the day. 1200 position 33 Deg. 25' N., 118 Deg. 58' W.

15 October 1944.

Remained at anchor and conducted drills.

16 October 1944.

Underway. Exercised steering casualty drills and streamed paravanes. 1200 position 33 Deg. 16'.

17 October 1944.

Underway. Exercised various drills in the morning, in the afternoon ran the Measured Mile off Point Vicente. 1200 position 33 Deg. 44' N., 118 Deg. 25' W.

U. S. S. WYANDOT (AKA-92)

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Serial: 011

3 November 1944.

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

Subject: War Diary.

24 October 1944.

Underway. Completed tactical data and conducted a battle problem designed to test the various departments of the ship. Reported by despatch to ComPhibsTraPac that vessel would be ready for Amphibious Training on afternoon of 26 October. Position 1200, 33-40N, 118-18W.

25 October 1944.

Remained at anchor.

26 October 1944.

0850 - Commander Transport Division 44 and San Pedro Shakedown Group Inspecting Party came aboard for Final Materiel and Personnel Inspection. Part of the final inspection consisted of a simulated battle problem. 1830 - Underway for San Diego in accordance ComPhibsTraPac despatch 241852 of October 1944. Position 2000 - 33-39W, 118-17W.

27 October 1944.

Moored to buoys in San Diego Bay at 0826. At 0945 ComPhibsTraPac Inspection Party, Captain C. V. Headlee, USN, Senior Member came aboard for Materiel Inspection.

28 - 31 October 1944.

Operating in accordance with C. T. U. 13.19.1 Ship Training Group Order A9-44 of 26 October 1944. 0920 Commander Ship Training Group, PhibsTraPac, Captain G. B. Carter, USN, came aboard for inspection. Underway at 1600 28 October to anchorage in Amphibious Training Area outside of San Diego Harbor.

29 October 1944.

Remained at anchor. Conducted general drills and exercise T7, Transport Doctrine.

30 - 31 October 1944.

Underway at 1456, 30 October in company with U.S.S. WHITLEY for San Clemente Island where the Landing Craft conducted Beach Strafing and Anti-Aircraft firing on 31 October. During the night of 30-31 October conducted

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3 November 1944.

AKA92 /A12/fn

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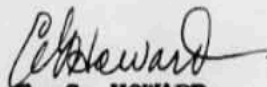
C-O-N-F-I-D-E-N-T-I-A-L

Subject: War Diary.

30 - 31 October 1944. (Cont'd).

tactical maneuvering exercises. During day's firing expended 3200 rounds 50 caliber and 6400 rounds 30 caliber ammunition. Returned to anchorage in San Diego Outer Harbor at 2159, 31 October.

Positions: 30 Oct. - 2000 - 32-43N, 118-07W.
31 Oct. - 2000 - 32-45N, 117-35W.


E. G. HOWARD.

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U. S. S. WYANDOT (AKA-92)

AKA92/A12/fn
Serial: 017

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

9 December 1944

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Conf. Ltr. 2CL-44.

1. In accordance with reference (a) the War Diary of this vessel for the month of November 1944, is forwarded herewith.

1 - 6 November 1944 (Zone 7).

At anchor in San Diego outer harbor conducting various exercises and practice landings in accordance with Ship Training Group, Training Command, Amphibious Forces, Pacific Fleet, Operation Plans A1-44, A9-44, A10-44.

7 November 1944.

Underway at 1600 in accordance Ships Training Group Operation Plan A10-44 and CTU 13.19.4 dispatch 071720 in company with the U. S. S. RUTLAND (APA 192), U. S. S. SANBORN (APA 193) and U. S. S. BERRIEN (APA62) CTU 13.19.4 OTC in U. S. S. RUTLAND. Conducted tactical exercises during the night. Positions: 2000 32-39N., 117-49.5W.

8 November 1944.

Returned to anchorage at 0752 after nights exercises. Conducted Tare 7 (Transport Doctrine) during the morning.

9 November 1944.

Underway at 1502 in accordance Ships Training Group Operations Plan A10-44 and CTU 13.19.d dispatch 091730, in company with CTU 13.19.4 OTC in U. S. S. RUTLAND (APA 192), and U. S. S. SIBLEY (APA 206). Conducted tactical exercises during the afternoon and evening and returned to anchor at 1945.

10 November 1944.

Underway at 1155 to Pier 2, U. S. Navy Repair Base in San Diego, in accordance with ComPhibsTraPac dispatch 071948 to begin one week availability period.

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U. S. S. WYANDOT (AKA-92)

AKA92/Al2/fn

Serial: 017

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

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

9 December 1944

Subject: War Diary.

11 - 17 November 1944.

In Naval Repair Base. Major accomplishments during this period were the camouflaging of the vessel, reversing the boat skids, and the installation of motor generators to supply power for the radar.

18 - 20 November 1944.

Underway at 1659 for San Francisco in compliance with Commander Amphibious Training Command, Pacific Fleet, dispatch 172032 of November. At 0835 20 November moored to pier 50 at San Francisco, California.

Positions:

18 November 2000 32-34' 30"N 117°33' W.
19 November 0800 33-31' 30"N 120°17' 00" W.
1200 34-08' 00"N 120°58' 30" W.
2000 35-42' 00"N 122°11' 00" W.

21 November 1944.

Moored to Pier 50A receiving cargo. Pursuant to orders of the Commandant, Twelfth Naval District of 21 November 1944, and Bureau of Personnel dispatch of 18 November 1944, Lieutenant Commander Robert B. ALDERMAN, U. S. Navy, reported aboard for duty as Commanding Officer of this vessel as relief of Commander Ezra G. HOWARD, U. S. Navy.

22 - 23 November 1944.

Remained moored to Pier 50A receiving cargo.

24 November 1944.

Remained moored to Pier 50A. At 1245 pursuant to BuPers dispatch 251930 of October 1944, CincPac AirMailGram 120427 of November 1944, and AdComPhibsPac dispatch 131931 of November 1944, Commander Ezra G. Howard, USN., was relieved of command of this vessel by Lt-Comdr. Robert B. Alderman, USN., who assumed command pursuant to BuPers dispatch of 18 November 1944, and Commandant, 12th Naval District Orders NDL2-60 OC of 21 November 1944. At 1445 received on board special confidential cargo (twenty locked mail bags, said to contain \$16,000,000 in U.S. currency) which was examined for quantity by the Commanding Officer, and stowed in a special compartment. Steel bars were welded across the doors and an officer-sentry watch was posted.

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

9 December 1944.

Subject: War Diary.

25 to 30 November 1944.

Underway at 0709 for anchorage 14 off Hunters Point in San Francisco Bay where 95 torpedo warheads were taken aboard. At 1405 underway for Pearl Harbor in compliance with Commandant 12th Naval District Voyage Order 1329-44 Serial 5766 of 24 November 1944. Beginning with the second morning out, general quarters were sounded for Dawn Alert. During the day when weather permitted, signal drills and gunnery practice were held in the morning and afternoon and various other exercises conducted. Schools were held by the various departments on the duties of the officers and men and the use of the equipment and publications concerned. On the afternoon of 30 November the U. S. S. YANCY joined this vessel and tactical exercises were held. During the night the two vessels continued to steam in company.

Positions:

25 November

2000 123-59W

26 November (Zone 48)

0800	35-47'N	127-13'W
1200	35-27'N	128-08'W
2000	34-44'N	130-04'W

27 November (Zone 48 49)

0800	34-15'N	133-26'W
1200	34-00'N	134-34'W
2000	33-37'N	137-07'W

28 November (Zone 49)

0800	33-24'N	139-36'W
1200	33-14'N	140-38'W
2000	32-22'N	141-34'W

29 November

0800	30-05'N	149-46'W
1200	29-31'N	145-26'W
2000	28-01'N	147-02'W

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U. S. S. WYANDOT (AKA-92)

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SAN FRANCISCO, CALIFORNIA

AKA92/A12/fn

Serial: 017

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

9 December 1944.

Subject: War Diary.

30 November

0800	26-31'N	149-00'W
1200	25-41'N	149-34'W
2000	24-15'N	151-15'W

In the gunnery practices which were held during the six days of the month while underway from San Francisco to Pearl Harbor, the following ammunition was expended:

- 80 Rounds AA common 5 inch 38 caliber.
- 76 Rounds 5 inch 38 caliber powder SPDN.
- 2153 Rounds 40mm.
- 3937 Rounds 20mm.
- 555 Rounds 50 caliber.
- 1800 Rounds 30 caliber.

R. B. Alderman
R. B. ALDERMAN.

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

AKA92/A12/fn

Serial: 01

6 January 1944.

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Conf. Ltr. 1CL-45.

1. In accordance with reference (a) the War Diary of this vessel for the month of December 1944, is forwarded herewith.

1 - 2 December 1944. (Zone 49½).

Enroute from San Francisco, California, to Pearl Harbor, T. H., continuing to steam in company with the U. S. S. YANCEY (AKA-93) until the night of 1 - 2 December when that vessel left the formation to proceed independently. Held gunnery practice during the morning and afternoon of 1 December. At 1300, 2 December moored to pier K3 Pearl Harbor, T. H., and at 1931 commenced discharging cargo.

Positions:

1 December 1944. (Zone 49½)

0800	23° 30N	153° 44W
1200	23° 22N	154° 03W
2000	23° 10N	154° 50W

2 December 1944.

0800	21° 26N	157° 26W
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Ammunition consumed in gunnery practice on December 1, 1944:

28 Rounds of 5" 38 caliber powder SPDN.
28 Rounds of 5" 38 caliber AA common.
481 Rounds of 40 MM.
1786 Rounds of 20 MM.

3 - 6 December 1944.

Moored to pier K3 Pearl Harbor, T. H. discharging cargo.

7 - 18 December 1944.

On the afternoon of December 7, completed discharging cargo and moved to berth W-8 Pearl Harbor, T. H. where until December 18, loaded cargo of Navy Construction Battalion equipment, with Ship's Company manning the winches and acting as hatch tenders from 13 - 19 December.

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U. S. S. WYANDOT (AKA-92)

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Serial: 01

c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

6 January 1944.

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

Subject: War Diary.

19 - 27 December, 1944. (Zones 10 -11.)

Completed loading cargo on afternoon of 19 December. Underway at 1825 for Eniwetok, Marshall Is. in accordance with AdComPhihsPac secret despatch 170220. Held dawn alert at General Quarters each morning. On 20, 21, 22, 23, 26 December, held gunnery practice. At 0844, 27 December anchored in berth 7, Eniwetok Atoll, Marshall Is.

Positions:

19 December 1944.

2000	20'	55N	157'	57W
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20 December 1944.

0800	19'	42N	160'	23W
1200	19'	32N	162'	35W
2000	19'	30N	163'	30W

21 December 1944.

0800	19'	03N	166'	45W
1200	18'	51N	167'	44W
2000	18'	27N	170'	08W

22 December 1944.

0800	17'	54N	173'	23W
1200	17'	35N	174'	26W
2000	17'	08N	176'	30W

23 December 1944.

0800	16'	27N	179'	37W
1200	16'	12N	179'	24W
2000	15'	45N	177'	06E

25 December 1944.

0800	15'	45N	174'	07E
1200	14'	30N	173'	06E
2000	14'	01N	171'	07E

26 December 1944.

0800	13'	14N	168'	08E
1200	12'	55N	167'	09E
2000	12'	19N	165'	02E

27 December 1944.

0800	11'	23N	162'	18E
1200	11'	22N	162'	19E

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U. S. S. WYANDOT (AKA-92)

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SAN FRANCISCO, CALIFORNIA

6 January 1944.

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

Subject: War Diary.

Ammunition consumed in gunnery practice December 20 - 27.

78 Rounds of 5" 38 caliber SPDN powder.

78 Rounds of 5" 38 caliber AA common.

2259 Rounds of 40 MM.

3078 Rounds of 20 MM.

384 Rounds of 45 caliber.

1720 Rounds of 30 caliber.

28 - 31 December 1944. (Zones -12 -11).

Underway at 1424, 28 December in accordance with A4-3 JHB WDC Port Director, Eniwetok Sailing Order of 28 December 1944, for Guam, Marianas Is. in convoy with the following ships: M. S. CAPE UGAT; S. S. DANIEL E. GARRETT; S. S. JOHN DREW; S. S. HENRY V. ALVARADO; M. S. GENERAL RUGE (Norwegian); and S. S. MICHAEL PUPIN. (Convoy Commodore - Commanding Officer, U. S. S. WYANDOT) Task Unit 96.3.16 composed of C. T. U. in U. S. S. CONCISE (AML63); U. S. S. MOTIVE (AMLO2); and U. S. S. P. C. 1602, constituted the escort. All ships in the convoy were directed to go to General Quarters for dawn and evening alert beginning with 29 December. On the morning of 30 December after the dawn alert this vessel left the formation for a short time for gunnery practice.

Positions:

28 December 1944.

2000 11' 17N 161' 46E

29 December 1944.

0800 11' 41N 159' 26E

1200	11°	47N	158°	44E
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2000	11'	59N	157'	22E
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30 December 1944.

0800 12' 19N 155' 20E

1200	12'	28N	154'	40E
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2000	12 ¹	44N	153 ¹	28E
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31 December 1944.

0800 13' 04N 151' 30E

1200	13'	09N	150'	50E
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2000	13'	18N	149'	37E
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Ammunition consumed in gunnery practice on 30 December 1944.

6 Rounds of 5" 38 caliber powder SPDN.

6 Rounds of 5" 38 caliber AA common.

282 Rounds of 40 MM.

1020 Rounds of 20 MM.

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Forward to Cominch

R. B. Alderman 3
R. B. ALDERMAN.

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U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

16 February 1945.

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Conf. Ltr. 1CL-45.

1. In accordance with reference (a) the War Diary of this vessel for the month of January 1945, is forwarded herewith.

1 - 2 January 1945 (Zone -10).

Underway from Eniwetok to Guam in convoy with the following ships: M. S. CAPE UGAT (Vice Commodore), S. S. DANIEL E. GARRETT, S. S. JOHN DREW, S. S. HENRY V. ALVARADO, M. S. GENERAL RUGE (Norwegian), and S. S. MICHAEL PUPIN, (Convoy Commodore - Commanding Officer, U. S. S. WYANDOT); Task Unit 96.3.16 composed of C. T. U. in U. S. S. CONCISE (AM 163); U. S. S. MOTIVE (AM 102); and U. S. S. P.C. 1602, constituting the escort.

At 0157, 2 January, the M. S. CAPE UGAT, whose station was 750 yards on our port beam was seen approaching approximately 350 yards away on a rapidly converging course, the danger signal was sounded, rudder was put hard right and engines were backed emergency full speed in an effort to avoid collision. When the CAPE UGAT struck, the vessels were on only slightly converging courses. No personnel were injured and only slight material damage. Both ships resumed their stations, and continued steaming with the convoy. At 0900 moored in Apra Harbor, Guam.

Positions:

1 January	0800	13 - 34N	147 - 38E
	1200	13 - 35N	146 - 59E
	2000	13 - 46N	145 - 42E
2 January	0800	13 - 27N	144 - 38E

3 - 9 January 1945 (Zone -10).

Unloading cargo of Construction Battalion Equipment in Apra Harbor, Guam. During this time a Board of Investigation of the collision of 2 January met by order of SOPA (Admin), Guam, and this vessel was exonerated of all responsibility.

10 - 14 January 1945 (Zones -10 to -12).

Completed discharging cargo at 1640, 10 January. At 1645, underway for Pearl Harbor in accordance with orders of Port Director, Guam, Number 204, 10 January 1945. Steaming in Guam-Eniwetok, Convoy Number 44, consisting of (Commodore - Commanding Officer, U. S. S. WYANDOT); M. S. CAPE

U. S. S. WYANDOT (AKA-92)

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

16 February 1945.

Subject: War Diary.

UGAT (Vice Commodore), S. S. SAMUEL GOMPERS, S. S. JOHN MC QUIGG, S. S. LUCIEN LABAUDT and S. S. JOHN EINIG; the escort consisting of U. S. S. WINTLE DE 25 (SOPA and OCE) and U. S. S. EMERY DE 28. All ships in the convoy went to General Quarters for Dawn and Dusk Alerts. Gunnery exercises with all ships participating were held on 13 January.

Ammunition expended in gunnery exercises on 13 January.

15 Rounds 5" 38 caliber SPDN powder.

15 Rounds 5" 38 caliber AA common.

212 Rounds 40mm HEIT # SD.

387 Rounds 20mm HET.

794 Rounds 20mm HEI.

23 Rounds 20mm BL & P.

Small Arms.

500 Rounds caliber .45

300 Rounds caliber .30 Carbine.

200 Rounds caliber .30-Model 1903 Springfield.

Positions:

10 January	2000	13 - 10N	144 - 40E
11 January	0800	13 - 10N	146 - 29E
	1200	13 - 12N	146 - 46E
	2000	13 - 10N	147 - 47E
12 January	0800	12 - 58N	149 - 20E
	1200	12 - 53N	150 - 03E
	2000	12 - 43N	151 - 15E
13 January	0800	12 - 30N	153 - 09E
	1200	12 - 20N	153 - 43E
	2000	12 - 05N	154 - 58E
14 January	0800	11 - 43N	156 - 51E
	1200	11 - 30N	157 - 33E
	2000	11 - 20N	158 - 55E
15 January	0800	11 - 09N	160 - 43E
	1200	11 - 11N	161 - 21E

15 - 21 January 1945 (Zones -12 to 49).

At 1550 on 15 January approximately 14 miles from Eniwetok, the U. S. S. WYANDOT dipped the Commodore's Pennant. The M. S. CAPE UGAT hoisted the Ensign at the foretruck and assumed command of the convoy, and this vessel proceeded independently to Oahu, T. H., while the convoy

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16 February 1945.

Subject: War Diary.

and escorts entered Eniwetok. Dawn Alerts were held each morning.
Structural test firing was held on 16, 17 January, and gunnery exercises
on 18, 19, 20, 21 January.

Ammunition expended in gunnery exercises on 16, 17, 18, 19, 20, 21
January.

21 Rounds 5" 38 caliber AA common.
21 Rounds 5" 38 caliber SPDN powder.
564 Rounds 40mm ammunition HEIT - SD.
112 Rounds 40mm ammunition HET.
2868 Rounds 20mm ammunition HEI.
1434 Rounds 20mm ammunition HET.
100 Rounds 20mm ammunition BL & P.

On the afternoon of 21 January a change of orders was received,
directing the vessel to proceed to Honolulu, instead of Pearl Harbor.
At 1903 that evening moored to Pier 20 Honolulu Harbor.

Positions:

15 January	2000	11 - 22N	162 - 56E
16 January	0800	12 - 15N	165 - 57E
	1200	12 - 37N	166 - 57E
	2000	13 - 10N	168 - 51E
17 January (-12)	0800	13 - 57N	171 - 47E
	1200	14 - 18N	172 - 37E
	2000	14 - 37N	174 - 28E
17 January (12)	0800	15 - 06N	177 - 21E
	1200	15 - 24N	178 - 18E
	2000	15 - 56N	179 - 48E
18 January	0800	16 - 47N	177 - 05W
	1200	17 - 00N	176 - 06W
	2000	17 - 28N	174 - 09W
19 January	0800	18 - 03N	171 - 02W
	1200	18 - 14N	170 - 13W
	2000	18 - 37N	167 - 52W
20 January	0800	18 - 58N	164 - 44W
	1200	19 - 08N	163 - 39W
	2000	19 - 25N	161 - 18W
21 January	0800	19 - 53N	158 - 19W
	1200	21 - 36N	157 - 51W

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U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

16 February 1945.

Subject: War Diary.

22 - 24 January 1945 (Zone #9 $\frac{1}{2}$).

Moored to Pier 20 Honolulu Harbor taking on cargo and provisions. During this time we were advised by copies of AdComPhibsPac despatch 062051 of January 1945 and Cinpac despatch 080057 of January 1945 that the U. S. S. WYANDOT had been detached from Transport Division 48 and placed in Transport Division 51, effective 8 January 1945.

25 - 31 January 1945 (Zones #9 $\frac{1}{2}$ to -12).

Underway at 1543, 25 January, for Leyte, Philippine Island via Eniwetok in accordance ComSerPac despatch 252131 of January 1945 and Commander Hawaiian Sea Frontier routing instructions serial No. 0044 of 23 January 1945. P.C. 1139 served as escort until 1815 of the day of departure after which time we steamed singly. Exercised crew at General Quarters each morning for Dawn Alert. Gunnery exercises were held on 28 and 29 January.

Ammunition expended in gunnery exercises on 28 and 29 January.

- 4 Rounds 5" 38 caliber AA common.
- 4 Rounds 5" 38 caliber SPDN powder.
- 252 Rounds 40mm ammunition HEIT - SD.
- 960 Rounds 20mm ammunition HEI.
- 480 Rounds 20mm ammunition HET.
- 48 Rounds 20mm ammunition BL & P.

Positions:

25 January	2000	20 - 16N	157 - 58W
26 January	0800	20 - 22N	160 - 11W
	1200	20 - 11N	162 - 08W
	2000	19 - 56N	164 - 17W
27 January	0800	19 - 27N	167 - 26W
	1200	19 - 15N	168 - 27W
	2000	18 - 48N	170 - 59W
28 January	0800	18 - 13N	174 - 08W
	1200	18 - 00N	175 - 12W
	2000	17 - 38N	176 - 38W
29 January	0800	17 - 15N	178 - 35W
	1200	17 - 05N	179 - 29W
	2000	16 - 39N	178 - 46E
31 January	0800	15 - 51N	175 - 44E
	1200	15 - 35N	174 - 43E
	2000	15 - 02N	172 - 37E

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R. B. ALDERMAN.

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AKA92/Al2/Tn
Serial: 07

U. S. S. WYANDOT (AKA-92)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

21 March 1945

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Conf. Ltr. 101-45.

1. In accordance with reference (a) the War Diary of this Vessel for the month February 1945, is forwarded herewith.

1 - 2 February 1945

Steaming singly enroute Honolulu, T.H. to Eniwetok, Marshall Islands.
At 1547, 2 February, dropped anchor in Eniwetok Harbor.

Positions:

1 February 1945.

0800	14 - 11 N	169 - 28 E
1200	13 - 50 N	168 - 21 E
2000	13 - 08 N	166 - 20 E

2 February 1945.

0800	11 - 50 N	163 - 20 E
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3 - 11 February 1945.

Underway at 1313, 3 February from Eniwetok in accordance with orders of the Port Director, Eniwetok, A4-3 of 3 February 1945, as part of Eniwetok, Ulithi, Kossol Roads Convoy No. 13, composed of USS CORVUS (11), USS WYANDOT (12), USS LST 813 (13), SS CAPE NEDDICK (21), SS CAPE BLANCO (22), USS LST 814 (23), USS ARA (31), USS OBERON (32), USS LSM 321 (33), SS CAPE JUBY (41), USS LST 886 (42), USS LST 800 (43). Convoy Commodore in SS CAPE NEDDICK, Vice-Commodore in USS ARA. The Convoy escorted by USS CROUTER (DE11), USS PC 560 and USS PC 1254, forming Task Unit 96.6.19. Escort Commander in USS CROUTER (DE11). Dawn and dusk alerts were held each day.

At 0900, 9 February while passing through that group of islands, the Ulithi Section of the Convoy, consisting of the USS ARA, SS CAPE JUBY, USS LST 886 and USS LST 800 left the formation. The remainder of the convoy continued to steam toward Kossol Roads.

At 0926, 11 February came to anchor in Kossol Roads Passage, Palau Islands.

Positions:

3 February 1945

2000	11 - 15 N	161 - 49 E
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4 February 1945

0800	11 - 36 N	159 - 35 E
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IN REPLY
REFER TO No.

AKA92/A12/Tn
Serial: 07

U. S. S. WYANDOT (AKA-92)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

21 March 1945

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

Subject: War Diary.

1200	11 - 44 N	158 - 55 E
2000	12 - 13 N	157 - 37 E

5 February 1945

0800	12 - 44 N	155 - 54 E
1200	12 - 51 N	154 - 54 E
2000	13 - 04 N	153 - 27 E

6 February 1945

0800	13 - 06 N	151 - 23 E
1200	13 - 06 N	150 - 42 E
2000	12 - 51 N	149 - 19 E

7 February 1945

0800	12 - 02 N	147 - 18 E
1200	11 - 49 N	147 - 18 E
2000	11 - 15 N	145 - 27 E

8 February 1945

0800	10 - 46 N	143 - 23 E
1200	10 - 39 N	142 - 47 E
2000	10 - 23 N	141 - 31 E

9 February 1945

0800	10 - 02 N	139 - 53 E
1200	09 - 43 N	139 - 37 E
2000	09 - 03 N	138 - 49 E

10 February 1945

0800	07 - 48 N	137 - 39 E
1200	07 - 47 N	137 - 00 E
2000	07 - 47 N	135 - 52 E

11 February 1945

0800	08 - 56 N	134 - 34 E
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12 - 14 February 1945

At anchor in Kossol Roads Passage, waiting for Escort forward.

15 - 17 February 1945

Underway at 1341, 15 February in accordance with orders of Port Director, Kossol Roads of 14 February as Senior Ship in Kossol Roads-Leyte Convoy No. 15, consisting of the USS WYANDOT (AKA-92) and the

IN REPLY
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AKA92/AL2/Th
Serial: 07

U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

Reg. No. 486
R. S. No.

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

21 March 1945

Subject: War Diary.

USS BEDFORD VICTORY (AK-231). The USS LA PRADE (DE 409) constituted the escort. Dawn and dusk alerts were held. At 1153, 17 February anchored in San Pedro Bay, Leyte, Philippine Islands.

Positions:

15 February 1945

2000	09 - 02 N	134 - 39 E
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16 February 1945

0800	09 - 51 N	131 - 27 E
1200	10 - 02 N	130 - 25 E
2000	10 - 21 N	128 - 20 E

17 February 1945

0800	10 - 35 N	125 - 40 E
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18 - 19 February 1945

At anchor in San Pedro Bay. On 19 February received orders from Com-PhibGroup 12 to proceed to Dulag anchorage in Leyte Gulf for discharge of cargo, then to report to ComPhibGroup 7 for duty. In accordance with Com-PhibGroup 12 dispatch 190047 of February 1945, moved to Dulag during the afternoon.

20 - 24 February 1945

At anchor off Dulag, discharging cargo.

25 - 28 February 1945

In accordance with ComTransRon 17 Dispatch of 24 February 1945 moved to Tarraguna, Leyte Gulf to begin loading on 25 February. On that date reported to ComTransRon 17 and CTD51. During the day one (1) Officer and sixty-one (61) men of the 307th infantry battalion came aboard.

The loading was accomplished chiefly with Landing Craft from this and other ships in anchorage and with LCT's, and LSM's. The operation was hampered considerably by rough seas. On 27 February an Army Dukw swamped and sank while approaching this ship and PFC Clovis D. MANNING, 38589538, Battalion "B", 7th AA, one of its crew, was drowned.

R. B. Alderman
R. B. ALDERMAN.

CC: CincPac.
ComTransDiv17.

3

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

AKA92/Al2/fn
Serial: 023

16 August 1945.

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

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Conf. Ltr. 1CL-45.

1. In accordance with reference (a) the War Diary of this vessel for the month of March 1945, is forwarded herewith.

1 - 8 March 1945 (Zone -9).

Anchored off Tarraguna, Leyte, P.I. combat loading supplies and equipment of the U. S. Army 307th Regimental Combat Team. Weather conditions generally were somewhat more favorable than during the first part of the loading period. The beach organization had improved, also. On 1 March recovered the body of Clovis D. MANNING, who was drowned on 27 February when the Dukw in which he was riding capsized and sank. The body was found floating on the surface 250 yards from the ship, and was transferred to Army authorities ashore.

The moon was nearly full during this period, and there were air raid alerts on the nights of 1, 2, 3, 5 and 8 March. No enemy planes were seen by this ship and only moderate AA firing was observed to the northward.

9 - 12 March 1945.

Combat loading at Tarraguna was completed in the early afternoon of 9 March, and later the same day in accordance with ComTransRon 17 dispatch 040527, March 1945, got underway and proceeded to San Pedro Bay for logistics. Fueling and provisioning were completed during the forenoon of the 10th and in the afternoon returned to the anchorage off Tarraguna, where, during the 11th and 12th final preparations were made for the rehearsal phase of the operation.

At 0725, 13 March got underway for Amphibious Training Operation in accordance with ComPhibGroup 7 Training Order No. A 703-45 in company with CTG 51.1 in USS MT MCKINLEY (AGC7) and Transport Squadron 17, CTS 17 in USS CHILTON (APA38). Enroute, conducted anti-aircraft firing practice in the afternoon and tactical maneuvers both during the afternoon and throughout the night of 13-14 March. The fire discipline of the Squadron as a whole indicated that more training was necessary. The tactical maneuvering during the night by the use of TBS provided valuable and much needed training for officers of the deck and CIC officers.

140534

U. S. S. WYANDOT (AKA-92)

AKA92/Al2/fn

Serial: 022

c/o FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

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

16 August 1945.

Subject: War Diary.

At 0349 on the 14th of March the Squadron entered the outer transport area off Hinunangan Bay, Leyte, condition 1A was set at 0400. Two LCM's were despatched to beach White T2 and twelve LCVP's were sent to the USS MOUNTRAIL (APA213). Later in the morning the ship moved in to the inner transport area. In the afternoon got underway to assigned anchorage off Silago.

During the night the security watch reported what they believed to be a swimmer near the ship. A boat was lowered immediately and a careful inspection of the hull was made for a possible limpet mine, but none was discovered. A boat patrol (prescribed for the objective but not for rehearsal) was thereafter kept in the water at night.

On the morning of 15 March, got underway at 0700, arriving in outer transport area at 0840. Condition 1A was set and thirteen LCVP's and one LCPL were sent to the USS TELFAIR (APA210) for participation in the scheduled exercises. Later in the day we again closed to the inner transport area. That evening due to rain and poor visibility encountered enroute to the anchorage it was necessary to anchor off Sogod Point instead of proceeding to our assigned anchorage off Silago. The day's operation had involved landing on Hinunangan Island in which it was necessary to transfer troops from LCVP's to amtracs. The army decided that more training in this phase of the movement was necessary and at a conference aboard the USS CHILTON (APA38) during the evening an additional exercise in such a transfer was planned, involving the 307th Regimental Combat Team and Transport Division 51.

In accordance with the revised program, condition 1A was set at 0530 on the morning of 16 March and one LCPL and nine LCVP's were sent to the USS TELFAIR (APA210). The transfer was completed successfully. At 1237 got underway in company with Transport Division 51 and proceeded to San Pedro Bay for topping off in fuel and provisions in preparation for the coming operation.

Positions:

13 March	0800	10-49-N	125-04-E
	1200	10-39-N	125-43-E
	2000	10-40-N	126-41-E
14 March	0800	10-28-N	125-19-E

Ammunition expended in practice firing on March 13.

14 rounds 5" 38 Cal. SPDN Powder,
12 rounds 5" 38 Cal. Projectile Ammo,
2 rounds 5" 38 Cal. Special Ammo,
322 rounds 40MM HEIT-50.

U. S. S. WYANDOT (AKA-92)

AKA92/Al2/fn

Serial: 023

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

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

16 August 1945.

Subject: War Diary.

36 rounds 40MM HET.
1523 rounds 20MM HEI.
761 rounds 20MM HET.
48 rounds 20MM BLTP

17 - 20 March 1945.

Fueling, provisioning and ammunition replenishments in San Pedro Bay were completed during the forenoon of 17 March, and in the afternoon got underway for assigned anchorage of Dulag. The 18th, 19th and 20th of March were spent in recreation, rehabilitation, and general preparation for the coming operation. Each section of the crew was given an opportunity to relax and drink some beer on the beach. On the night of 19 March, a meeting of Gunnery Officers of the ships of Transport Squadron 17 was held aboard this vessel for the purpose of improving fire discipline and control in the Squadron. Following introductory remarks by the Commanding Officer, a lecture was delivered by Lieutenant D. A. AITKEN, USNR, Gunnery Officer of this ship.

21 - 25 March 1945.

Got underway at 1258 on 21 March and sortied from Leyte Gulf in accordance with CTG 51.1 movement Order A 702-45, moving to objective area as a part of Transport Group Fox, under the tactical command of the Commander Amphibious Group Seven (CTG 51.1). At 2300, 21 March, Support Carrier Unit Four joined the task group.

Weather was cloudy, with occasional periods of rain and reduced visibility. Firing practice and tactical maneuvering exercises were held by the OTC enroute. On board this ship briefing classes were held on the coming operation.

The first indications of our entering the objective area came during the 24th and 25th when there were numerous sightings of floating enemy mines. The first "Flash Red" occurred at 1831 on the 25th when a low flying "Judy" was sighted approximately six miles ahead of the disposition by one of the escorting ships.

Positions:

21 March	2000		
22 March	0800	14-44-N	127-41-E
	1200	12-13-N	128-30-E
	2000	13-11-N	129-32-E
23 March	0800	14-34-N	131-11-E
	1200	15-43-N	131-33-E
	2000	17-18-N	132-02-E

U. S. S. WYANDOT (AKA-92)

AKA92/AL2/fn
Serial: 028

c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

16 August 1945.

Subject: War Diary.

24 March	0800	19-48-N	131-57-E
	1200	20-39-N	131-28-E
	2000	21-59-N	130-39-E
25 March	0800	23-48-N	129-17-E
	1200		
	2000	24-34-N	127-35-E

Ammunition expended in practice firing on March 22.

9 rounds 5" 38 Cal. Powder SPDN.
9 rounds 5" 38 Cal. Projectile.
88 rounds, 40MM Ammo. HEIT-50.
945 rounds 20MM Ammo. HET.
472 rounds 20MM Ammo. HET.
28 Rounds 20MM Ammo. BLTP.

26 March 1945.

At 0456 on 26 March arrived in Transport Area Fox in Kerama Retto. Condition 1A had been set at 0436, and at 0520 the four LCM's, three LCVP's, and one LCPL which the WYANDOT was scheduled to send to the USS EASTLAND (APAL63) for the day's operation were lowered away.

A little after six o'clock the ships of the Transport Area screen were attacked by several planes. Two were shot down and a third made a suicide attack on one of the destroyers. During the rest of the day no enemy action of any kind was observed, and the ships of the fire support group went about the business of bombarding the selected beaches.

Later in the morning all the boats returned to the ship from the landing operation without casualties.

The latter part of the day was spent in fueling and provisioning small craft.

At 1851 took station in cruising disposition with night retirement group four and proceeded in company throughout the night.

27 March 1945.

Upon returning from the night retirement proceeded to the inner Transport Area (George). In accordance with the operation plan two LCM's were detached and sent to the Kerama Retto Boat Pool and one LCVP to the USS CLAMP (ARS33) to assist in salvage work. The day was spent transferring fuel and provisions to escort type ships and amphibious craft. One untoward incident occurred when the LSM(R) 188, apparently misjudging our speed, attempted to cross our bow and hit us. LSM(R) 188 received slight damage. (See CO USS WYANDOT, ltr. AKA92/L11-1/fn, ser. 08 of 21 April 1945.)

U. S. S. WYANDOT (AKA-92)

AKA92/Al2/fn
Serial: 023

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

16 August 1945.

Subject: War Diary.

At 1900 joined Night Retirement Group Four.

28 March 1945.

Upon returning to the Transport Area from night retirement, one LCVP was despatched to the Kerama Retto Boat Pool and one to the USS CLAMP (ARS33), to assist in salvage work. During the day continued to fuel and provision small vessels.

At 1800 took station as the fifth and rear ship of the left center column of four columns of Retirement Group Four and proceeded on scheduled course.

29 March 1945.

While returning northward to Kerama Retto with Retirement Group Four, recurrent reports of unidentified planes were received and at 0245 went to General Quarters independently. At 0350 a plane was reported close to the formation. Some moments after that one of the escort vessels requested permission to open fire. Almost immediately after that the WYANDOT was attacked by a skip-bombing Kate, and the ship was shaken by a bomb on the starboard bow. Another, apparently a dud, had struck the water in the vicinity of the starboard quarter. The plane glided in over the column to the right, gunning its engines only when within a thousand yards of the ship. Gun crews were alert and attempted to fire in accordance with doctrine but were unable to bear on the plane in time to fire. The change of range and bearing was exceedingly high.

There was only one personnel casualty of moderate severity. The explosion, however, fractured the hull of the ship below the water line and holds one and two flooded rapidly in spite of the efforts of the damage control parties. The ship settled by the bow and took an eight degree list. Orders were received from the OTC to drop out of formation and to report to SOPA Kerama Retto. The stern was very high in the water and before proceeding, the boats were removed from the forward hatches in an effort to remedy the condition. With the USS BADGER (DD657) as escort the ship proceeded to Kerama Retto where she was taken in tow by the USS TEKASTA (ATF93) and taken into the eastern anchorage where an investigation was made by the representative of CTG 51.6.

The report was one vertical fracture in the skin of the ship above the turn of the bilge eight feet long and one and one-half feet wide and a horizontal fracture two feet above the first, four feet long and one foot wide. Numerous rivets were missing and the plating in the immediate vicinity of the fracture dished and buckled. (For a more complete account of the attack and the resulting damage see action report of the USS WYANDOT, for this period).

The high concentration of debris in the flooded holds proved a severe handicap in the initial salvage work. An account of this struggle, with plans for meeting similar difficulties in the future and recommendations for measures to minimize the difficulty will be found in CO WYANDOT ltr. AKA92/S88/fn serial 016 of 29 May 1945.

IN REPLY
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R. S. No.

U. S. S. WYANDOT (AKA-92)

c/o FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

AKA92/AL2/fn

Serial: 023

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

16 August 1945.

Subject: War Diary.

30 March 1945.

During the morning of 30 March an attempt was made to begin salvage work, but swells in the anchorage hindered diving operations and during the afternoon shifted berth to the northern end of the anchorage (a portion of Kerama Kaikyo which we called "Cripple Creek") where it was more sheltered, and salvage work began in earnest.

Positions:

26 March	0800	26-08-N	127-03-E
	1200	26-12-N	127-10-E
	2000	25-58-N	127-05-E
27 March	0800	26-10-N	127-10-E
	1200	26-10-N	127-10-E
	2000	25-58-N	127-07-E
28 March	0800	26-10-N	127-13-E
	1200	26-10-N	127-15-E
	2000	25-48-N	127-10-E
29 March	0800	26-04-N	127-07-E
	1200	21-16-N	127-14-E

R. B. Alderman
R. B. ALDERMAN.

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AKA92/A12/fn
Serial: 024

U. S. S. WYANDOT (AKA-92)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

1 September 1945.

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Ltr. 1CL-45.

1. In accordance with reference (a) the War Diary of this vessel for the month of April 1945, is forwarded herewith.

1 - 13 April (Zone -9).

At anchor in the Eastern Anchorage KERAMA Retto. This period was spent repairing the damage sustained from the bomb hit on 29 March, so that the ship would be in condition to rejoin Transport Squadron SEVENTEEN in such future operations as it might be assigned during the OKINAWA Campaign.

The major part of the work was done by the ship's force under the general supervision of Commander C. H. HOLM, USN., representative of CTG 51.6, in the KERAMA Retto Area, who when necessary summoned welders and material from other ships. Commander HOLM, as representative of CTG 51.6, and later as CTU 51.15.4 was invited to use the WYANDOT as his flagship for salvage operations in the KERAMA Retto Area. This proved a handy arrangement because the ship's berth was well located for keeping track of all the damaged ships that entered.

In order to obtain access to the damaged sections of the ship it was necessary to remove the cargo from hatches I and II. The vehicles and such other part of this cargo as could be saved were put on LST's or taken ashore by the ship's landing craft. An Army Salvage Center was established ashore to handle the immersed and damaged material.

Throughout this period the work was interrupted by frequent enemy air raids. Several suicide attacks on ships in the area were observed, but only one enemy plane came within firing range of this ship.

On 12 April, the salvage work having been substantially completed, shifted berth to the southern end of the anchorage preparatory to getting underway for OKINAWA. The unusually strong current in the anchorage made maneuvering very difficult and in the process of shifting berth the WYANDOT grazed the anchored LSM-312 and cut that ship's anchor wire with her propeller blades. As a result the blades were slightly distorted at the tips. (In dry dock, the damage proved to be very slight and was repaired without removing the propeller.) Some dents were made in our starboard side. No other damage

U. S. S. WYANDOT (AKA-92)

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1 September 1945.

Subject: War Diary.

was done to either vessel. (See C.O. USS WYANDOT ltr. AKA92/L11-1/fn serial 09 of 23 Apr. 1945, for a full report of this collision).

On 13 April the ship was saddened by the news of President Roosevelt's death. A memorial service was held by the commanding officer on the afternoon of 15 April.

14 - 28 April.

On the morning of 14 April got underway in company with the USS SARASOTA (APA204) for OKINAWA in accordance with CTG 51.15 despatch 130235, and at 1039 anchored off the Northern HAGUSHI Beaches of that island.

During this period, ships of Transport Squadron SEVENTEEN, with the 77th Division embarked, participated in the invasion of IE Shima as well as a demonstration landing off the southeastern beaches of OKINAWA. Although Transport Division FIFTY ONE, with the 307th Regimental Combat Team, was held in reserve during the IE Shima operations, this ship's Boat Group Commander and several boats, participated. The ship did not, however, take part in the demonstration landing due to her damaged condition. The Thirty Sixth Field Hospital was landed on IE Shima at this time. A large part of the equipment was aboard this ship and was unloaded into LST's to be taken to IE.

Two LCV(P)'s were lost while moored astern on the early morning of 19 April. The circumstances being complicated and the reasons for the loss not plainly evidenced, an informal investigation was ordered. Since errors in judgment were found to have contributed to the loss, private reprimands were issued to the three officers principally involved. It was recognized, however, that a heavy work load combined with frequent air attacks had induced a state of fatigue and preoccupation that contributed greatly to the errors. The boat group commander was engaged in combat landing operations at IE Shima, at the time.

On 20 April, got underway in accordance with orders from CTD 51 and shifted berth about four miles to the south off ORANGE and PURPLE Beaches, preparatory to the major unloading operations. On the 22nd began discharging cargo into the ship's boats from all holds. The first part of the unloading operation was slowed down by the shortage of boats, and the difficulty of getting them unloaded on the beach, but on the 23rd we began unloading into LSM's and the work went much more rapidly. The last of the cargo was discharged at 0400 on 27 April, and all passengers of the 77th Division were transferred to the beach by 1300 that day.

During this period the HAGUSHI Area was subject to almost nightly air attacks, during which the "red" alerts often lasted several hours. In connection with defense against air attack, the problem of smoke coverage was

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

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Serial: 024

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

1 September 1945.

Subject: War Diary.

one of major importance. Beginning with the evening of 16 April we were normally called upon to furnish one smoke boat to another ship each night. At least two boats are required to provide even barely adequate smoke coverage. The problem was further complicated by the fact that, in the prolonged alerts, the smoke generators began to break down under the heavy use, and even with almost daily repair could not be depended upon to perform through the night.

The amphibious craft designated by SOPA to provide smoke coverage for the anchorage threw up a large volume of smoke, but in an open anchorage such as HAGUSHI, which was subject to shifting winds, the coverage was not adequate. The problem is further discussed, with recommendations, in the WYANDOT's action report.

During the early morning of 28 April a suicide-boat attack was attempted while all ships were covering themselves (or trying to) with heavy smoke. This heavy and very uneven coverage of smoke was a handicap rather than a help in combating these surface threats. A thin blanket of smoke, as recommended in the WYANDOT's action report (together with the means of achieving it quickly) would not handicap the ships in defeating sneak surface attacks.

Fire discipline was another subject deserving much emphasis. During the gunnery practice held enroute from LEYTE to KERAMA the Transport Group was advised of several casualties on one of the ships of the screen caused by careless firing by the transports. During the stay in the OKINAWA Area some of our men were hit (fortunately, without injury) by fragments of projectiles which at times fell "like rain". Also, on the night of 28 April, a man was transferred to this ship who had been seriously wounded in the feet by such fragments. Incidents such as these confirmed our belief in the importance of fire discipline and the ship is as proud of its record in this respect as it is of any other phase of its activities during the operation. Breaches of fire discipline by our gun crews were very few and very minor. Those few received instant and effective correction.

This ship also "became a crank" on one other subject relating to the discipline and safety of the fleet, the quantity of driftwood and debris which floated in the anchorage area, constantly replenished by thoughtless and undisciplined personnel of many ships and boats. These objects were not only a hazard to boats and seaplanes. They could easily have hidden the floating elements of drifting mines. They were under constant suspicion, also, of harboring swimmers. This suspicion was evidenced, at night, by frequent small-arms fire. On one occasion, so many ricochets passed near this ship that the commanding officer of an LST was requested to cease firing.

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

AKA92/A12/fn

Serial: 024

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

1 September 1945.

Subject: War Diary.

In many cases the firing was not justified, but sentries had to be allowed some discretion if attacks by suicide swimmers were to be prevented. This ship stationed sentries in addition to the AA gun watches. But the occasion of their firing at "suspicious objects" were very few. This was achieved by having the patrol boats (which were also the smoke boats) investigate each object closely before it drifted near the ship. In the daytime, except when prevented by exceptional work loads, a boat was kept on hand for the duty of picking out of the water every box, board, can or other drifting object which came within 500 yards of the ship. Most of the material taken out of the water was burned in the ship's incinerator.

The LCV(P)'s which served as smoke boats and patrol boats were not suitable for this service. Their high freeboard was a handicap in performing the patrol function. The only practicable location for the smoke generator was on the stern, where it was in danger of damaging blows in the handling of the boats.

The smoke generators themselves were of delicate construction, suffering damage from the slightest blow, and sometimes, even, from the inertia effects of the boat's erratic motion in a choppy sea. This ship resolved, next time, to build a heavy housing around the generators. Such a housing (necessarily open in considerable areas to permit operation) might prevent half the breakdowns. At least, the light guard frames originally provided require reinforcement.

The ideal patrol boat and smoke boat would be an aircraft rearming boat. Next best would be an LCP(L) or LCP(R). It was impracticable to use this ship's only LCP(L) for this duty, since it was needed for salvage work in every landing and since the smoke generators needed to be semi-permanently installed to avoid the damage incurred in excessive handling.

On the morning of 29 April, the WYANDOT got underway for ULITHI in accordance with CTF 51 despatch 280340 as a part of TU 51.29.25. CTU in LST-854.

Positions

29 April

0800	26 - 22 N	127 - 31 E
1200	26 - 00 N	127 - 20 E
2000	25 - 02 N	127 - 54 E

30 April

0800	23 - 41 N	129 - 11 E
1200	23 - 10 N	129 - 36 E
2000	22 - 12 N	130 - 14 E

IN REPLY
REFER TO No.

REG. NO 671
P. S. NO
REG. SHEET NO 87

AKA92/A12/fn
Serial: 024

U. S. S. WYANDOT (AKA-92)
c/o FLEET POST OFFICE
SAN FRANCISCO. CALIFORNIA

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

1 September 1945.

Subject: War Diary.

During this period no ammunition was expended in practice, but the following was fired in combat.

8 rounds 5" 38 cal. AA common projectile, lot 257.
2 rounds 5" 38 cal. Special projectile.
7 rounds 5" 38 cal. flashless powder SPDN5482.
1 round 5" 38 cal. flashless powder SPDN5329.
2 rounds 5" 38 cal. service powder SPDN669.
620 rounds 40mm ammunition HEIT-SD.
72 rounds 40mm ammunition HE-SD
4 rounds 40mm ammunition APT.
856 rounds 20mm ammunition HEI.
430 rounds 20mm ammunition HET.
32 rounds 20mm ammunition BL&P.

R. B. Alderman
R. B. ALDERMAN.

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CTD 17.

AKA92/A12/fn

Serial: 026

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

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

6 September 1945.

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt. Cir. Ltr. 1CL-45.

1. In accordance with reference (a) the War Diary of this vessel for the month of May 1945, is forwarded.

May 1 - 5 (Zone -9).

Enroute from Okinawa Jima to Ulithi, Caroline Islands in company with TU 51.25.92. OTC and guide in USS LST-854, screen commander in USS CHASE (APD36). At 1219, 5 May dropped anchor in Northern Anchorage, Ulithi Atoll.

Positions.

1 May.

0800	20° 59' N.	131° 22' E.
1200	20° 40' N.	131° 39' E.
2000	19° 50' N.	132° 20' E.

2 May.

0800	18° 21' N.	133° 37' E.
1200	17° 56' N.	133° 55' E.
2000	17° 02' N.	134° 46' E.

3 May.

0800	15° 26' N.	135° 55' E.
1200	14° 50' N.	136° 15' E.
2000	13° 50' N.	136° 42' E.

4 May.

0800	12° 26' N.	137° 25' E.
1200	11° 56' N.	137° 51' E.
2000	11° 10' N.	138° 27' E.

May 6 - 13.

Anchored in Ulithi Atoll. During this period the coffer dam surrounding the fractures in the starboard bow caused by bomb damage was strengthened. (See War Diary, USS WYANDOT for March, 1945). Advantage was taken of the facilities provided in the anchorage, to provide recreation for the crew.

U. S. S. WYANDOT (AKA-92)

c/o FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

AKA92/Al2/fn

Serial: 026

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

6 September 1945.

Subject: War Diary.

May 14.

Underway at 0757 for Pearl Harbor, T.H. in accordance with order of Port Director, Ulithi of 12 May 1945. Steamed singly during entire voyage. At 0642, 19 May sighted Eniwetok Island at a distance of 14 miles. Exchanged signals with shore station H1 and H2 and continued on course. Gunnery exercises were held on May 15, 16, 27. At 1728, 27 May moored in East Loch, Pearl Harbor. During the night listed ship to port and ship's force welded patches over the fractures in the starboard bow.

Positions. (Zone -10 - 191 Time).

14 May.

0800	10° 03' N.	139° 44' E.
1200	10° 06' N.	140° 14' E.
2000	10° 29' N.	141° 59' E.

15 May.

0800	10° 52' N.	144° 09' E.
1200	11° 03' N.	144° 59' E.
2000	11° 29' N.	146° 31' E.

16 May.

0800	12° 21' N.	148° 46' E.
1200	12° 37' N.	149° 32' E.
2000	12° 36' N.	151° 06' E.

17 May.

0800	12° 11' N.	153° 35' E.
1200	12° 14' N.	154° 27' E.
2000	12° 06' N.	156° 09' E.

18 May.

0800	11° 46' N.	157° 53' E.
1200	11° 38' N.	158° 34' E.
2000	11° 27' N.	160° 02' E.

19 May.

0800	11° 14' N.	162° 14' E.
1200	11° 10' N.	162° 59' E.
2000	11° 01' N.	164° 27' E.

19 May.

0800	10° 53' N.	166° 30' E.
1200	10° 54' N.	167° 15' E.
2000	10° 53' N.	168° 35' E.

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U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

6 September 1945.

Subject: War Diary.

20 May.

0800	10° 57' N.	170° 36' E.
1200	11° 06' N.	171° 13' E.
2000	11° 23' N.	172° 27' E.

21 May.

0800	11° 43' N.	173° 55' E.
1200	11° 50' N.	174° 39' E.
2000	12° 21' N.	175° 46' E.

22 May.

0800	13° 13' N.	177° 29' E.
1200	13° 28' N.	178° 05' E.
2000	13° 54' N.	179° 12' E.

23 May.

0800	14° 32' N.	178° 58' E.
1200	14° 48' N.	178° 16' W.
2000	15° 24' N.	176° 47' W.

24 May.

0800	16° 11' N.	174° 34' W.
1200	16° 27' N.	173° 47' W.
2000	16° 55' N.	172° 09' W.

25 May.

0800	17° 37' N.	169° 35' W.
1200	18° 51' N.	168° 43' W.
2000	18° 18' N.	166° 56' W.

26 May.

0800	18° 44' N.	164° 05' W.
1200	19° 00' N.	163° 06' W.
2000	19° 29' N.	161° 03' W.

27 May.

0800	19° 53' N.	158° 12' W.
1200	20° 31' N.	158° 02' W.

The following ammunition was expended in practice during this voyage.

59 rounds 5" 38 cal. powder SPDN.
6 rounds 5" 38 cal. AA common projectile.
10 rounds 5" 38 cal. "special".

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U. S. S. WYANDOT (AKA-92)

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6 September 1945.

Subject: War Diary.

43 rounds 5" 38 cal. Mark 18.
1490 rounds 40mm Ammo. HEIT-SD.
3808 rounds 20mm Ammo. HEI.
1904 rounds Ammo. HET.
117 rounds 20mm Ammo. BL&P.

Small Arms.

200 rounds .45 cal. pistol cartridges.
100 rounds .30 cal. carbine cartridges.

28 - 29 May.

Moored to buoys in East Loch, Pearl Harbor. During this period the Commanding Officer was advised that the ship was scheduled to receive 60 days availability for overhaul at U. S. Naval Drydocks, Terminal Island, San Pedro, California.

30 - 31 May (Zone $\pm 9\frac{1}{2}$).

Underway at 0703 for San Pedro, California in accordance with AdCom-PhibsPac Airmailgram 290330 of May, 1945 and ComHawSeaFron despatch 290679 of May, 1945.

Positions.

30 May.

0800	21° 18' N.	157° 57' W.
1200	21° 30' N.	157° 19' W.
2000	22° 21' N.	155° 47' W.

31 May.

0800	22° 29' N.	153° 27' W.
1200	23° 50' N.	152° 33' W.
2000	24° 34' N.	150° 45' W.

R. B. Alderman
R. B. ALDERMAN.

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REFER TO NO.

AKA92/AL2/wm

Serial: 027

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

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

SAN FRANCISCO, CALIFORNIA

REG. NO 720
R. S. NO
REG. SHEET NO 35

19 September 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet.
Subject: War Diary.
Reference: (a) Pac. Flt. Conf. Ltr. 1CL-45.
Enclosure: (A) C.O. U.S.S. WYANDOT Memorandum No. 1-45.
(B) Area Public Relations Officer 11 ND account of U.S.S. WYANDOT'S action in OKINAWA operation.

1. In accordance with reference (a) the war diary of this vessel for the month of June 1945, is submitted.

1 - 5 June 1945 (Zone ~~4~~ 9 ~~7~~).

Steaming singly enroute Pearl Harbor, T.H. to San Pedro, California.

On 1 June the Commanding Officer held a Commendation Mast and commended the entire crew for their courageous and untiring performance of duty and their proving themselves "real Sailors" during the recent action, battle damage and salvage. Further specific commendations were awarded the following men: PALCZAK, F. P. CSF, 234 25 17, USN; WITTENBURG, J. C. CCM, 407 19 83, USNR; CARSON, G. R. D. CM2c, 663 83 76, USNR; BURNS, P. T. SF2c, 651 22 12, USNR; GARCIA, L. SF2c, 663 92 66, USNR; KELLER, F. G. Slc, 883 94 17, USNR; HUNTER, J. C. SF3c, 849 39 16, USNR; VANBUREN, G. M. M2c, 385 73 75, USNR; Commended for excellent performance of duty as members of this vessel's salvage party, working long hours under adverse conditions and with exceptional skill in the salvage and repair work subsequent to receipt of major damage to the hull through an enemy underwater bomb hit on 29 March 1945. This performance of duty contributed to the expeditious completion of emergency repairs which enabled the ship to complete her mission in the combat area in spite of the damage received. BRUCE, J. W. CM3c, 634 63 39, USNR; HAMILTON, R. N. SF3c, 842 82 60, USNR; RADATZ, E. E. SF3c, 858 27 15, USNR; CARMODY, R. J. Slc, 383 14 79, USN; PESARESI, B. M3c, 813 39 77, USNR; ELDER, P. SF3c, 655 62 49, USNR; Commended for excellent performance of duty as members of this vessel's salvage party, working long hours under adverse conditions, subsequent to a bomb hit by enemy air attack on 29 March 1945. This performance of duty contributed to the expeditious completion of emergency repairs which enabled this ship to complete her mission in the combat area in spite of damage received. FORTNEY, C. D. MMLc, 293 01 02, USNR; commended for meritorious conduct and fortitude during an enemy air attack which resulted in damage to this ship on 29 March 1945. Machinist's Mate FORTNEY was at his battle station, forward emergency diesel fire pump room when a bomb detonated under water against the skin of the ship about six feet from this compartment. The explosion resulted in severe damage to the diesel engine and several small leaks into the compartment. FORTNEY stayed at his station, attempted to repair the engine and later, with assistance, rigged a submersible pump in the compartment and plugged leaks. Only when it was determined that his equipment could not be made useable and then

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U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

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

SAN FRANCISCO, CALIFORNIA

19 September 1945

Subject: War Diary

not until directed did he leave his station. CHACANACA, R. J. Slc, 565 69 07, USNR, and FRANS, C. R. MOMM3c, 956 56 09, USNR, were awarded the Purple Heart for injuries received through enemy action on April 28, 1945 and 29 March 1945 respectively, authority, AdComPhibPac letter P15 serial, 12512 of 29 May 1945.

On 4 June received ComNOB Terminal Island despatch 042358 confirming the ship's 60 day availability at Navy Dry Dock there, and authorizing the Commanding Officer to grant up to 30 days leave to the officers and crew. The amount of leave to be granted to each person was determined by the distance his home was from the ship. The country was divided into five zones expanding from the Los Angeles Area. Men living within a days traveling time were given 26 days, those who required two days to reach home, using the train as the basic means of travel, were given 27 days and so on up to a total of 30 days for persons living on the Atlantic Coast. This seemed an equitable means of providing for travel time and had the added advantage of permitting a gradual instead of a sudden change during the "turnover" between the first and the second leave party. The same rule was followed for officers' leave, except for the most senior, who could not take so much.

Also prior to reaching San Pedro, the Commanding Officer instituted a "Re-orientation" program for the crew, telling them how he expected them to conduct themselves on leave. The points stressed are contained in enclosure (A). Most matter of this sort was delivered over the IMC system. This particular example was mimeographed and distributed to the men so that they could take it with them on leave. This program is believed to be in part responsible for the unusually good record of the crew, both in the matter of over-leaves, and in the very few Shore Patrol reports received on the men in the San Pedro - Long Beach Area.

Positions: 1 June

0800	25 - 35N	147 - 52W
1200	26 - 02N	146 - 57W
2000	26 - 48N	145 - 03W

2 June

0800	27 - 44N	142 - 23W
1200	28 - 16N	141 - 27W
2000	28 - 44N	139 - 28W

3 June

0800	29 - 38N	136 - 21W
1200	29 - 56N	135 - 21W
2000	30 - 27N	133 - 15W

4 June

0800 -	31 - 00N	130 - 10W
1200	31 - 14N	129 - 07W

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Serial: 027

U. S. S. WYANDOT (AKA-92)

c/o FLEET POST OFFICE

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

SAN FRANCISCO, CALIFORNIA

19 September 1945

Subject: War Diary

2000 31 - 43N 127 - 03W

5 June

0800	32 - 24N	124 - 18W
1200	32 - 12N	123 - 14W
2000	33 - 12N	121 - 19W

6 - 9 June 1945.

At 0817, 6 June 1945, anchored in San Pedro Outer Harbor. During the morning the first leave party consisting of approximately half of the officers and men left the ship on leave of absence. During the day ammunition was removed from the ship. Upon completion shifted to pier at NOB Terminal Island. On the early morning of 7 June, Navy yard workmen came aboard and work was started on the overhaul and repair of the ship.

10 - 28 June.

During the morning of 10 June entered Dry Dock No. 1, NYDD, NOB, Terminal Island for inspection and repair of the propeller and repair to the damaged hull.

On 21 June, an account, prepared by the Area Public Relations Officer, 11th Naval District, San Pedro, of the ship's action in the OKINAWA operation including the damage sustained during the air attack was released to the press. A copy of the release is enclosed with this record. Although there are minor inaccuracies and the account is glamorized in usual newspaper fashion, it is substantially correct.

29 - 30 June.

Left drydock during the afternoon of 29 June and moved to Net Pier, Roosevelt Base, Terminal Island, where the repair and overhaul continued.

R. B. Alderman
R. B. ALDERMAN

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REFER TO No.

REG. NO 723
R. S. NO
REG. SHEET NO 35

AKA92/A12/ws
Serial: 028

U. S. S. WYANDOT (AKA-92)
c/o FLEET POST OFFICE
SAN FRANCISCO. CALIFORNIA

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

19 September 1945

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet.
Subject: War Diary.
Reference: (a) Pac. Flt. Conf. Ltr. 1CL-45.

1. In accordance with reference (a) the war diary of this vessel for the month of July, 1945, is submitted.

1-31 July 1945. (Zone/7).

Undergoing repair and overhaul at U.S. Naval Dry Dock, Terminal Island, San Pedro, California.

On 1 July shifted berth to Pier One, Naval Dry Docks.

On 4 July the Japanese suicide boat which this ship had obtained in Kerama Retto, was auctioned off at a War Bond Rally held in the Naval Dry Docks. The boat was given to the authorities of the Dry Docks by the Commanding Officer for this purpose. A total of some \$65,000.00 worth of bonds was sold in the bidding for this craft. Other smaller items (personal souvenirs, contributed by the crew) were also auctioned to good advantage.

During the last week in July the repair and alteration projects in the various departments of the ship were brought to completion and all preparations were made to leave the yard on 1 August for the "readiness for sea" period.

It is the opinion of the Commanding Officer that the ship received exceptionally good overhaul. Major alterations included substitution of twelve twin-20MM guns for eighteen single mounts, installation of a 300KW emergency diesel generator and the installation of air ports. The battered portions of the hull were made as good as new.

R. B. Alderman
R. B. ALDERMAN

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U.S.S. WYANDOT AKA92
c/o Fleet Post Office,
San Francisco, California

5 June 1945

COMMANDING OFFICER'S MEMORANDUM NO. 1-45:

Subject: "Sailors" and a smart ship.

1. While much improvement was expected, the recent inspections, particularly the last personnel inspection, have been a very pleasant surprise to the Commanding Officer. Judging by military inspections (ROTC) back to 1921 and Navy inspections in Battleships, Cruisers and Destroyers, from 1924 to 1944, it is considered that this ship is getting to the point where she would be considered a smart ship, in any company.

2. This performance is consistent with the observed performance of this crew in action and in other periods which required every man to be a sailor. There was a peacetime belief that a ship which proved to be smart at inspections would be smart anywhere. It seems to be just as true in war. This crew established a good reputation during the shakedown period, under Captain HOWARD. The present Commanding Officer was perfectly sincere in his remarks at the time he took command that he believed the ship was already started along the road to superior performance. These recent inspections show a much later development of the same trend, but to a greater degree than the Commanding Officer expected. WELL DONE!

3. This does not mean that we have "arrived", in the sense of having reached perfection. Far from it. In spite of the combat experience to date, we are still fairly new at our main and complicated job of amphibious warfare. We still can learn much and must learn much. The smartness achieved thus far indicates that we will learn much, in the future. It indicates that this crew is definitely to be classed among the "good veterans" whose combat experience has improved them and made them readier than ever to learn, rather among the other kind who are incapable of learning because they "been in combat and know it all".

4. In the immediate future, we are taking on a job quite different (and pleasantly different) from those of the past many months. It is the double job of getting the ship fully ready for action, again, and of getting ourselves fully ready, as well, by leave, liberty and recreation. There is a smart way of doing each part of this job, too. This is the way of real sailors, who are also good veterans.

5. Judging by the past performance of this crew, what may now be expected, in the way of performance in this temporary, double job? What may be expected in the way of insuring the best overhaul the time allows? What may be expected in the way of getting the best out of the leave and liberty? Here is what the Commanding Officer expects:

U.S.S. WYANDOT AKA92
c/o Fleet Post Office,
San Francisco, California

5 June 1945

COMMANDING OFFICER'S MEMORANDUM NO. 1-45 (CONT'D):

a. That the personal appearance of every man whenever he is seen in public will be smart. That even if he arrives at some town on the way home, after sleeping in a day coach for three days, and there's no possible chance to get his clothes pressed before catching his next train, he will at least get his shoes shined and his blues well brushed and his face and hands clean.

b. That each man's conduct on liberty, as well as on leave, will be such as to make the shore patrol say to each other "Let's move on. There's nothing here that's going to need our attention".

c. That every man will be back on time except those few who have lost out on transportation, through unusual disruption or disaster, after having made full allowance and to spare for all the ordinary wartime dislocations of traffic. That these few will wire the ship at once when the lateness appears probable and come as fast as possible, bringing written evidence of what happened.

d. That in case a curtailment of leave should be necessary all hands summoned back would not only comply quickly but would be good sports about the whole thing. (Note: Everybody hopes it will not be necessary)!

e. That all hands will take fully competent care of themselves, their money, their health and their sobriety. That no one will be sucker enough to let himself be "rolled". That both the venereal rate and the intoxication rate (the number of men "returned for their own good") will be very, very low and the patrol reports almost non-existent.

f. That the men not on leave, in each period, will put in a good day's work each working day, stand smart watches and cooperate intelligently with everyone, on board and in the yard, to insure that we get the best possible overhaul.

g. That there will be no fires, accidents or serious losses of property, because these will have been prevented in advance by foresight and preventive measures.

h. That the ship will be kept as clean each day as the circumstances allow, and that the pier or drydock will be kept scrupulously clean and a particularly neat job done around the trash and garbage containers.

i. That instructions for the disposal of trash and garbage will be carried out to the letter and with unusual promptness, as well as neatness.

j. That all work sent up to the shops will be plainly marked with a tag, prepared by a sailor who has taken pains to understand fully just how the tag must be made out and has taken the time to write or print very clearly.

U.S.S. WYANDOT AKA92
c/o Fleet Post Office,
San Francisco, California.

5 June 1945

COMMANDING OFFICER'S MEMORANDUM NO. 1-45 (CONT'D):

k. That someone will always be on hand to answer intelligently every question asked by yard workmen about any job.

l. That yard workmen will not be subjected to any sort of abuse but will be given fully and without question the respect that is due men who are doing a valuable job in the war effort.

m. That there will be no quarrels with the personnel of other commands, but that any matter which cannot be settled amicably on the spot will be referred to higher authority.

n. That in case of any complaint by the yard personnel about any practice of this ship, the acting Commanding Officer will be informed at once in order that full compliance with the yard's desires may be achieved.

o. That all hands will enjoy themselves, get around, see the people they want to see, cheer the home folks and come back happy, rugged and ready to carry more trouble to the Japs.

6. That's a formidable list, but it represents not only the hope but the expectation of the Commanding Officer. This expectation would not be reasonable, of some ships. In the case of the WYANDOT, it is in line with performance already delivered, in other fields, much less agreeable. There is an open secret connected with this matter of smartness, which every smart ship learns and takes advantage of. This ship is showing a growing knowledge of it. The secret is that it is often easier and always more fun to do things the smart way than the bungling, incompetent or improvident way. Thinking in advance saves trouble, later. Learning how early makes a job lighter. A hard job done proudly may still be very hard, but it's "kinda fun", too. It's much more fun to be a real sailor than someone who is just along for the ride. In the light of this (and of the definition of a real sailor) and in the light of what this crew has already been through and already done, the above list of expectations doesn't seem unreasonable. Doesn't it just make good sense? Doesn't it add up to just a continuation, in pleasanter surroundings, of what this ship has already been doing, that is, getting in some good solid socks against the enemy and enjoying every sock?

7. "What is a Sailor", from BuPers Bulletin, which has been drawn on freely in this memo, as well as at the commendation mast, is reprinted here, with the thought that every sailor in this crew of real sailors might like to have a copy:

U.S.S. WYANDOT AKA92
c/o Fleet Post Office,
San Francisco, California

5 June 1945

COMMANDING OFFICER'S MEMORANDUM NO. 1-45 (CONT'D)

8. The Commanding Officer wishes every one of you the most enjoyable possible of leaves, some splendid liberties and a continuation of the Jap-defeating spirit you have already shown. Good luck, sailors!

R. B. Alderman
R. B. ALDERMAN,
Lieutenant Commander, U.S. Navy,
Commanding

U.S.S. WYANDOT AKA92
c/o Fleet Post Office,
San Francisco, California.

5 June 1945

COMMANDING OFFICER'S MEMORANDUM NO. 1-45 (CONT'D):

" WHAT IS A SAILOR "

"A sailor is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable kind of job at any imaginable hour, never seems to get paid, never knows where he's going, can seldom tell where he's been — yet accepts the worst with complete resignation, and last but not least, he really kinda likes it! You know why?—When you're dog tired, been up since 4 AM working like hell all day, and about to hit your sack at 8 PM, a voice shouts, "turn to on a work detail!" Then you unload a ship's cargo of perishable refrigerated foods.--You are ready to die by 2 AM, but the job must be finished before dawn.--Soon you don't care if you live or die, and suddenly, you're a sailor, it's over, and you did it and you think of all the people you know and how they would react under the circumstances and you begin to grin. You grin because you ain't scared of nothing, and it is a fact that there is no ordeal you can't face—and you know it!"

—From a Sailor's letter.

Quoted from the Bureau of Naval Personnel Bulletin, March 1945.

FOR PUBLICATION THURSDAY P.M., June 20.

Not even two eight-foot bomb holes in her hull which flooded the forward holds and nearly sent the U.S.S. WYANDOT, naval attack cargo ship, underwater at the bow, kept the heroic vessel and her gallant crew from delivering 85 percent of her combat cargo for the Army on Okinawa, Navy officials revealed today at the U. S. Naval Drydocks, Terminal Island, where she has reported for repairs.

The gaping holes and resultant damage to two forward holds will keep more than 300 repairmen busy for the next 55 days, Drydocks officials estimate.

They predict that 17,100 man-hours will be required to replace more than a mile of her electrical wiring systems that were damaged, and pointed out the urgent need for electricians and helpers for this type work in all repair yards here.

The WYANDOT was hit at 4 a.m. on March 29 about 20 miles off Kerama Retto, at that time a Japanese held island with an airstrip important to the American landings on Okinawa. The Kerama group of islands is about 30 miles west of Okinawa.

The Japanese "Kate" that hit the Wyandot came in at a masthead high attack, dropped two bombs and fled. One bomb threw picric acid over the decks and the second opened her hull. Charles R. Frans, USNR, motor machinist's mate third class, of Atwood, Kansas, was injured.

Water poured in the rents, flooding the two forward holds and the magazine, and the ship went down by the head until her anchor hawse holes on the bow were almost in the water.

Immediately her skipper, Commander R. B. Alderman, USN, of 220 East Forest street, Gainesville, Ga., put over her landing boats to lighten ship.

Meanwhile the damage control party under Lieutenant Oliver V. Merle, USNR, 2100 Pacific street, San Francisco, was frenziedly shoring up bulkheads below, controlling the flooding and pumping out flooded compartments. Work was made difficult by a bank of 31 carbon dioxide cylinders that had released their fire smothering gas when the bomb exploded. Most of the damage control party below decks had to work in gas masks.

Although Commander Alderman radioed Rear Admiral I.N. Kiland, senior officer present, "We don't want to leave the party before it is over," the Wyandot was ordered to fall out of formation and was later taken in tow by a tug.

Paper, cigarettes, matches, cardboard, chewing gum, underwear, candy bars, socks, dispatch blanks, rice, pencils, beans, flower sacks, blotters, belts, labels--these were some of the things that were sucked up from the flooded, blasted cargo holds by the ships pumps, and which constantly clogged them up.

"The two cargo holds looked like a huge city dump that had been stirred up by a giant mixing machine," Paul T. Burns, shipfitter second class, USNR, of 1731 Walnut street, Chester, Pa., said. He was in charge of a party assigned to pump out the holds.

Arriving stern first under tow at Kerama Kaikyo anchorage, the Wyandot spent the next 15 days effecting temporary repairs and salvaging some of the damaged cargo.

On April 15 she arrived at Okinawa and despite constant Japanese air attacks, discharged her cargo for the Army. She had lost 15 percent of her original load to bomb damage and salvage operations, but was still able to deliver to the Army the equipment for one complete field hospital, in addition to a consignment of general combat gear.

While unloading her cargo at Okinawa, the Wyandot's landing boats and boat groups participated in the landings at Ie Shima, where Ernie Pyle, famous war correspondent was killed.

With additional temporary repairs made at Okinawa, the Wyandot crept back to the United States for repairs.

Hull damage to navy ships from Japanese bombers has created a great demand for welders, shipfitters, burners, sheetmetalmen and helpers in all West Coast repair yards, Drydocks officials said.

They pointed out that 31,500 man-hours and two and a half tons of welding rod will be required to repair the damage to the Wyandot alone.

--cml--

AKA92/A12/ws
Serial: 029

U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
~~SAN FRANCISCO, CALIFORNIA~~
New York, New York

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

19 December 1945

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary.
Reference: (a) Pac. Flt. Conf. Ltr. 1CL-45.

1. In accordance with reference (a) the war diary of this vessel for the month of August, 1945, is submitted.

1 - 5 August (Zone 7)

The period of 1 - 5 August, the "readiness for sea" period was spent in conducting post-repair test runs, structural firing, calibrating compasses and final items of repair work. The post-repair trial of the engineering plant conducted on 1 August had to be discontinued as a full power trial shortly after it was begun because of engineering difficulties which were corrected before departure from the yard, as shown by the trial on 6 August. It was completed as a post-repair trial. Structural firing tests were conducted during the trial.

This period was also utilized to load ammunition and stores and in other ways prepare for the post-repair shakedown and amphibious refresher training. Workers from the U.S. Naval Drydocks. SAN PEDRO, continued work on last minute critical jobs.

The last of the leave parties returned during these days. By deliberate policy, aimed at taking full advantage of the leave period, a few leaves had been allowed to extend to this time.

The following ammunition was expended during structural test firing on 1 August:

4 Rds. 5" 38 SPD projectiles
4 Rds. 5" 38 service powder
80 Rds. 40MM BL&P ammunition
540 Rds. 20MM BL&P ammunition

6 August

Underway at 0829 on 6 August in accordance with ComPhibsTraPac dispatch 022107 of August, 1945, to report for amphibious training under ComPhibsTraPac in SAN DIEGO BAY. Conducted full power trial successfully during the voyage. Moored between buoys in SAN DIEGO HARBOR at 1845.

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

AKA92/Al2/ws

Serial: 029

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

19 December 1945

Subject: War Diary.

6 August (Continued)

During the voyage the following ammunition was expended in structural test firing:

20 Rds. 20MM BL&P ammunition.

7 - 12 August

On the morning of 7 August the ship was boarded by inspection parties from ComPhibsTraPac and COTCPac. They inspected all phases of the ship's activity and condition.

At 0719, 8 August moved to outer anchorage San Diego Harbor and during 8, 9 and 10 August conducted amphibious training. The ship's best time to date for getting all the boats in the water was achieved during this period, a total elapsed time of 18 minutes. Two landings were made on Coronado beach.

On 10 August received ComWesSeaFron despatch 092211, curtailing the training period in order to make it possible for the ship to arrive in San Francisco by 15 August. The amphibious training was cut short and on 11 August began shakedown under San Diego Shakedown Group, COTCPac. The principal emphasis was placed upon gunnery practice, but battle problems in damage control and communications were carried on under the supervision of members of the staff of the Shakedown Group.

On 11 August, conducted Anti-Aircraft Machine Gun Practice "HOW" and Anti-Aircraft Practice "UNCLE".

During the morning of 12 August, conducted Local Control Practice and Spotting and Training Practice with the 5"-38, firing at a towed surface target.

The first run of the Local Control Practice proved unsatisfactory and the exercise was repeated, after Spotting and Training Practice, with excellent results on the second run.

In the evening of 12 August, conducted Night Battle Practice and Night Machine Gun Surface Practice in company with U.S.S. MULLANY (DD-528), firing at a towed surface target. Tactical command was exercised by the Commanding Officer of the WYANDOT. After the WYANDOT fired 10 rounds of 5"-38 projectiles at the target, the MULLANY commenced her firing exercises. Then the WYANDOT held Night Machine Gun Surface Practice. The rakes showed excellent shooting.

On 13 August, conducted Small Drone Practice, the first time this ship has conducted such an exercise. The drone was maneuvered with understandable caution

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U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE
~~SAN FRANCISCO~~ CALIFORNIA
New York, New York

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

19 December 1945

Subject: War Diary.

7 - 12 August (Continued)

and solicitude for its preservation. It was hit but was not disabled by our firing.

During the morning of 13 August completed the scheduled exercise and proceeded directly to San Francisco.

Positions:

11 August

0800	32 - 35N	117 - 20W
1200	32 - 23N	118 - 21W
2000	32 - 16N	117 - 52W

12 August

0800	32 - 27N	117 - 33.5W
1200	32 - 26.5N	117 - 42W
2000	32 - 30N	117 - 35W

13 August

0800	32 - 35N	117 - 25W
1200	33 - 13N	118 - 02W
2000	33 - 34N	120 - 17W

14 August

0800	38 - 03N	122 - 20W
1200	37 - 00.2N	122 - 45.5W

The following ammunition was expended during shakedown training:

11 August (Anti-Aircraft Machine Gun Practice "HOW" and Anti-Aircraft Practice "UNCLE".)

17 Rds. 5" 38 AA Common projectile
17 Rds. 5" 38 Cal. powder SPDN-7661
849 Rds. 40MM HEIT-SD
1794 Rds. 20MM HEI
876 Rds. 20MM HET
125 Rds. 20MM BL&P

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Serial: 029

U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
~~SAN FRANCISCO, CALIFORNIA~~
New York, New York

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

19 December 1945

Subject: War Diary.

7 - 12 August (Continued)

12 August (Local Control Practice and Spotting and Training Practice).

29 Rds. 5" 38 Cal. AA Common projectile
29 Rds. 5" 38 Cal. powder SPDN

12 August (Night Battle Practice and Night Machine Gun Surface Practice.)

10 Rds. 5" 38 Cal. AA Common projectile.
10 Rds. 5" 38 Cal. flashless powder.
300 Rds. 40MM APT

13 August (Small Drone Practice)

556 Rds. 40MM APT
1134 Rds. 20MM HEI
566 Rds. 20MM HET
90 Rds. 20MM BL&P

14 - 21 August

At 1600, 14 August, as the ship was approaching the San Francisco waterfront, enroute to an anchorage south of the Bay bridge, the official announcement of the acceptance by Japan of the Potsdam surrender terms, was received. The entire harbor was immediately filled with the sound of whistles, sirens, automobile horns and bells. Ticker tape and bits of torn paper streamed out across the harbor, born aloft by a stiff westerly breeze and twinkling as they turned in the sunlight. It was necessary for the WYANDOT to move quietly to her berth in spite of the jubilation which everyone aboard her felt. Whistle signals could not be heard but fortunately no critical crossing situations developed. The sentiments of her officers and men are expressed by the following verse taken from the deck log:

The Ship Came to Anchor at 1637

Ring your bells, city, there's cause
for rejoicing.
Bear down on your whistles, all
ships at the piers!
Ticker-tape blow, auto-horns
keep on voicing
Relief at the end of the struggle
and fears!

AKA92/A12/ws
Serial: 029

U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
~~SAN FRANCISCO, CALIFORNIA~~

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

19 December 1945

Subject: War Diary.

The Ship Came to Anchor at 1637 (Cont'd)

Struggle and fears that a world
have united
Against cruel oppression and evil
and lies,
Bolshevik, Aussie and tribesman
benighted
Cockney and Yank - How the ticker
tape flies.

Flies while the deafening whistles keep
blowing
And we as we move to our anchor-
age know
This great war is over! Our engine
is slowing.
Though our whistle is mute, IT'S
THE END OF THE SHOW!

At 1115, 15 August, moved to Naval Supply Depot, Oakland for loading. But loading was not to start this day or the next. All employees were on a two day vacation, celebrating the peace.

On 17 August the first large scale separations under the demobilization program were announced. Under it the ship lost two officers, including the Executive Officer and 16 men. The executive officer became a Lt. Commander on the 19th and left the ship on the 20th.

On 21 August received orders and routing to Pearl Harbor, T. H. with instructions to obtain further routing to Lingayen Gulf, P. I.

During that morning, left N.S.D. to shift to Naval Explosive Anchorage 13 to take on additional cargo of ammunition.

Since the WYANDOT'S arrival in the United States on June 6th, the conduct of all hands during leave and liberty, as well as aboard ship, was observed to have been excellent. There were, of course, a few minor misdemeanors committed, but no serious offenses. It is believed that this desirable condition resulted from a policy of giving as much opportunity for liberty and recreation as possible, supplemented by pointing out in advance the temptations and pit-falls and by showing how the excellent record of performance in action could be maintained by sensible conduct ashore.

AKA92/A12/ws
Serial: 029

U. S. S. WYANDOT (AKA-92)
C/O FLEET POST OFFICE
~~SAN FRANCISCO, CALIFORNIA~~
New York, New York

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

19 December 1945

Subject: War Diary.

It was noted that throughout the period spent at San Francisco, immediately following the surrender, the behavior of the crew remained at the high level previously maintained. Although the inducement to "cut loose" was great and there was legitimate reason for celebration, none of the men appear to have exceeded the bounds of common sense. One man, late in returning, was found to have been deputized to assist the Shore Patrol in preserving order. Again, the WYANDOT'S men proved themselves "real sailors", in contrast to a few men (believed to have been mostly recruits) whose conduct in the San Francisco area at that time tended to bring discredit on the service. Final departure was marred by the absence of three men and this was considered a blot on an otherwise nearly perfect record. It was, however, a small number, relatively.

21 - 27 August

At 1905, 21 August, underway for Pearl Harbor in obedience to ComWesSeaFron ltr., Ser. 687-C&R, dated 21 August 1945. During the voyage conducted various drills and exercises. Before entering Pearl Harbor on 27 August, conducted firing practice on two towed sleeves, one of which was progressively torn to shreds. The exercise was considered the best and most valuable sleeve practice fired by the WYANDOT up to this time.

Positions:

21 August

0800	35 - 50N	122-- 24W
1200	37 - 50N	122 - 24W
2000	37 - 47N	122 - 24W

22 August

0800	36 - 31N	125 - 22W
1200	36 - 08N	126 - 33W
2000	35 - 19.5N	129 - 00W

23 August

0800	34 - 08N	132 - 40W
1200	33 - 27N	134 - 06W
2000	32 - 32N	136 - 30W

24 August

0800	31 - 14N	140 - 02W
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AKA92/A12/WW
Serial: 029

U. S. S. WYANDOT (AKA-92)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

New York, New York

CONFIDENTIAL

19 December 1945

Subject: War Diary.

24 August (Continued)

1200	30 - 46N	140 - 43W
2000	29 - 53N	142 - 34W

25 August

0800	RECEIVED S-C FILES	28 - 34.5N	145 - 17.5W
1200	Room 2055	28 - 07N	146 - 10W
2000	ROUTE TO: 03	27 - 02N	148 - 16W

26 August

11 JAN 1946

0800	File No. (SC) A12-1/AXA92	25 - 19N	151 - 29W
1200	Doc. No.	24 - 47N	152 - 29W
2000	Copy No. 1 of 1	23 - 36N	154 - 30W

27 August

0800	eq. No. 740	21 - 50N	157 - 25W
1200		21 - 43N	157 - 46.2W

The following ammunition was expended during anti-aircraft firing on towed sleeves on 27 August:

16 Rds. 5" 38 Cal. AA Common projectiles
16 Rds. 5" 38 Cal. powder SPDN-7661
755 Rds. 40MM HEIT-SD
1998 Rds. 20MM HET
90 Rds. 20MM BL&P
4042 Rds. 20MM HEIT BL&P

28 - 31 August (Zone 4 9½)

Discharging cargo at N.S.D., Pearl Harbor. During this period the Commanding Officer was advised that the original orders to proceed to Lingayen Gulf had been changed.

R. B. Alderman
R. B. ALDERMAN

AKA92/A12/tn
Serial: 02-46

U. S. S. WYANDOT (AKA-92)
% Fleet Post Office
New York, N. Y.

24 January 1946

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

From: The Commanding Officer.
To : The Commander In Chief, U.S. Fleet.
Subject: War Diary.
Reference: (a) PacFlt Conf. ltr. 1 CL-45.

1. In accordance with reference (a), the War Diary of this vessel for the month of September, 1945, is submitted:

1 - 23 September (Zone - 9½)

Awaiting orders: Upkeep and recreation.

Having completed discharging cargo at NSD, PEARL HARBOR, and, in obedience to Commandant, Navy Yard, PEARL HARBOR, visual despatch 010530, moored at berth X-17 to await orders.

Expecting these orders at any time, the ship could not undertake major upkeep work involving disabling machinery. Minor upkeep jobs were accomplished in the engineering plant. The most important hull job was accomplished, however, the installation of non-skid covering on the decks. This was done in connection with a general preservation job on the decks.

Attention was also given to the problem of preventing the natural "let down", incident to the end of the fighting, from causing a corresponding drop in morale and disciplinary tone. One wholesome factor was hard work, of which there was plenty. The weekly Captain's inspections helped to break the monotony. There was also liberty for one fourth of the crew each day, but Honolulu liberty proved to be exceedingly unpopular. The typical man went to Honolulu only once during this period. Recreation in Pearl Harbor was much more popular. A softball league was organized among the divisions and a series was played. At these softball league games, members of the day's liberty party were welcome, whether members of the teams or not. Beer and Coca Cola were issued to players and spectators.

During this period, also, there was commenced a ship's publication intended to improve solidarity, esprit de corps and discipline by frank discussion of the ship's orders and other matters suitable to be dealt with in informal and semi-humorous style. Cartoons were used, to intensify interest. The name

155805

AKA92/A12/tn
Serial: 02-46

U. S. S. WYANDOT (AKA-92)
% Fleet Post Office
New York, N. Y.

24 January 1946

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

Subject: War Diary,

WYANDOTRINES was chosen for this series. A copy of the introduction with WYANDOTRINE NUMBER ONE is enclosed.

24 September (Zone 4 9½)

Underway at 1050 in obedience to Commandant, Navy Yard, PEARL HARBOR, visual despatch 240445. 1144 moored to pier (berth W-9) at A.B.R.D., IROQUOIS POINT, PEARL HARBOR.

The original orders were to load at IROQUOIS POINT and then proceed to KAHULUI, MAUI, T.H. for additional cargo, but these were cancelled and orders were received to proceed to MAUI at once.

Underway at 1930 in obedience to AdComPhibsPac visual despatch 242305.

25 - 29 September (Zone 4 9½)

At 0810, 25 September, moored to pier two, KAHULUI, MAUI, T.H.

At 1330, 25 September, commenced loading marine equipment destined for TIENTSIN and TSINGTAO, CHINA. This cargo belonged to the Marine Seventh Service Regiment. The orders had been sudden and the ship found no loading plan prepared. By constant liaison between the ship and the loading authorities a rough loading plan was made up while loading proceeded and no serious errors in loading were made. However, it was found later that the weights furnished were considerably in error. The official tonnage for the load taken on board in MAUI was 3921. It is believed (after the experience of unloading) that 5000 tons was more nearly the correct figure. This did no harm as the event proved, but this ship's firm belief is that the preliminary paper work is a very important part of competent loading and should not be by-passed.

The stevedore personnel in MAUI were civilians. The issue of whether to use ship's hatchmen and winchmen was settled by compromise. As usual, the stevedores wished to use their own hatchmen and winchmen while the ship wished to exercise the crew in these duties. More than half of the cargo was loaded with members of the crew filling these key positions.

On 27 September, the civilians were taken off the ship to unload an inter-island steamer. Marine personnel from the Fourth Division were furnished to provide the labor in the holds and on the pier and the ship furnished all hatchmen and winchmen for the remainder of the loading.

AKA92/A12/tn
Serial: 02-46

U. S. S. WYANDOT (AKA-92)
% Fleet Post Office
New York, N. Y.

24 January 1946

~~CONFIDENTIAL~~

Subject: War Diary.

During this period, sightseeing trips to the crater of HALEAKALA were held in the interests of morale. Each of these trips was followed by a swim at one of MAUI's many beautiful beaches and a few beers for those who desired. Most of the officers and men were able to take advantage of these recreation parties and enjoyed them thoroughly.

At 2004, 29 September, underway in obedience to orders of Commander, Hawaiian Sea Frontier dated 29 September 1945.

30 September (Zone 4 9½)

At 0808 moored to pier (berth W-9), A.B.R.D., IROQUOIS POINT, PEARL HARBOR, T.H. to receive troops and additional cargo for CHINA.

Room 2055
ROUTE TO: 03

1 FEB 1946

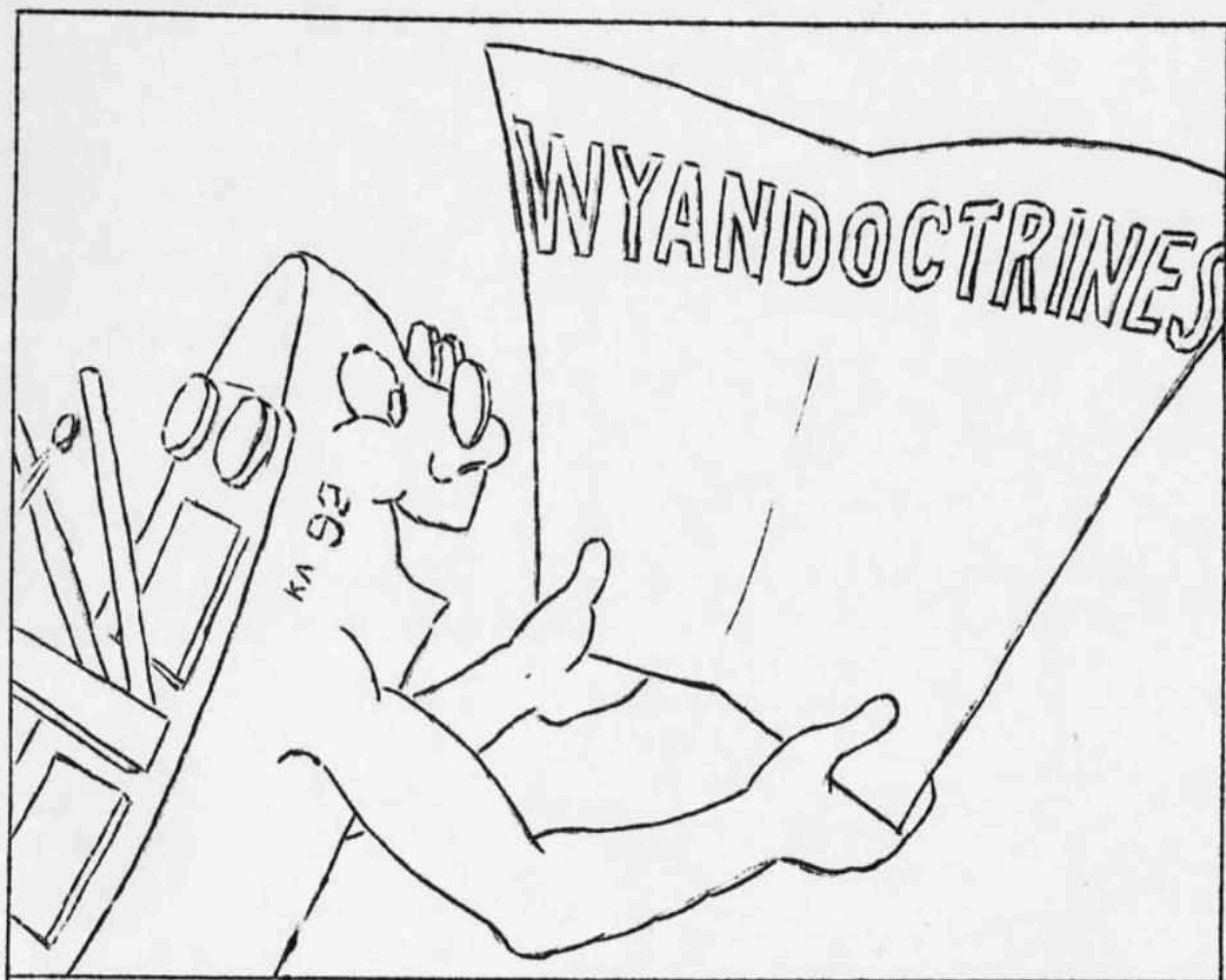
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Doc. No.

Copy No. 1 of 2

Reg. No. 859

R. B. Alderman
R. B. ALDERMAN,



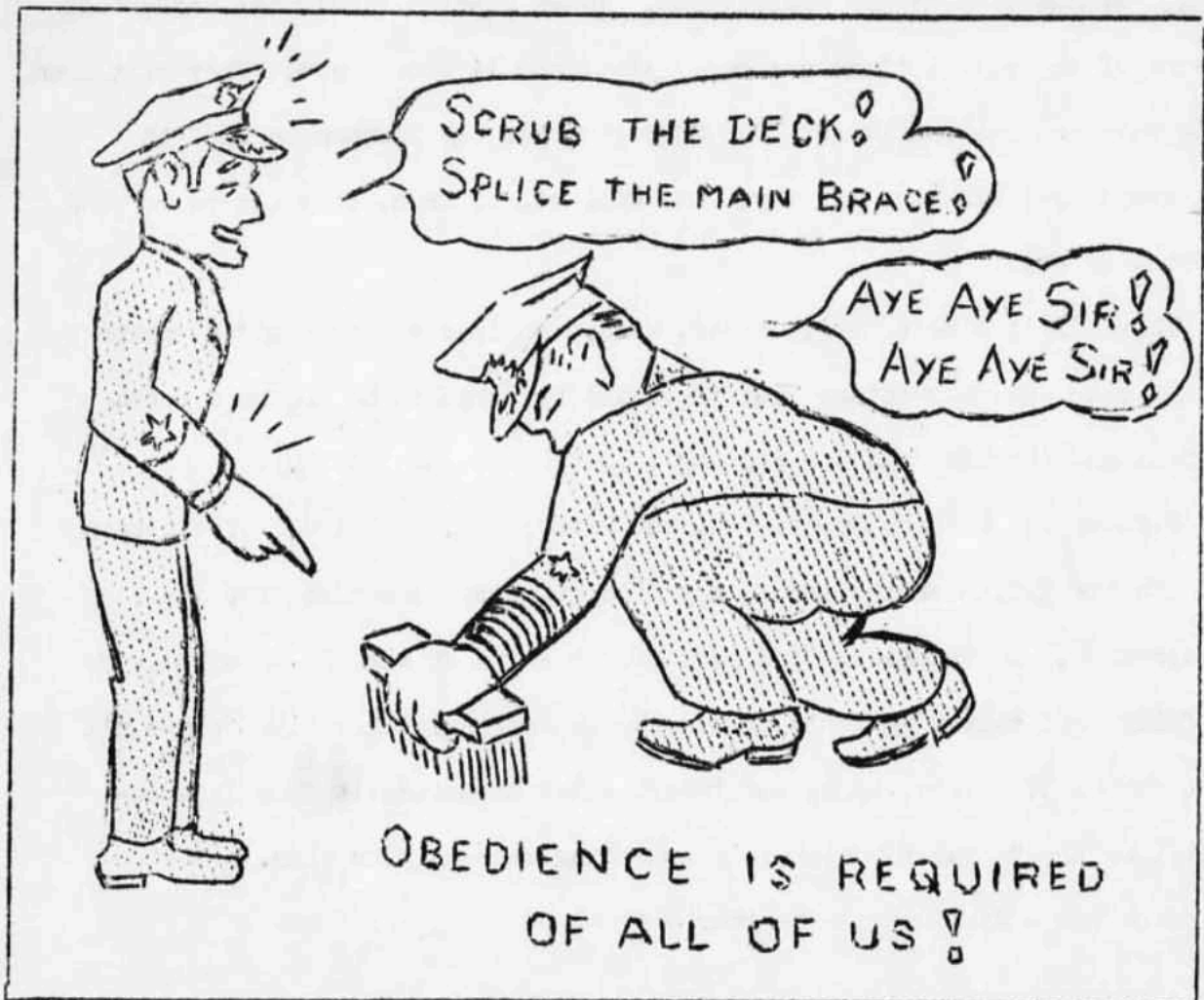
USS WYANDOT AKA 92

COMMANDER R.B. ALDERMAN, USN, COMMANDING

WYANDOCRINES

OBEDIENCE IS required of all of us. We must obey, whether or not we understand the reasons for the command or order. "Ours not to reason why", etc.

But all of us can obey more intelligently if we understand thoroughly the reasons. Sometimes it is practicable to explain them, sometimes not.



We have a happy ship, on the whole, and her performance has mostly been effective and smart. The cooperation between departments and between individuals has been good. Seniors have been willing to explain and to listen to complaints where practicable. Juniors have tried to carry out the will of the responsible seniors, with or without orders, to the best of their understanding.

But there is always room for improvement. To help that improvement along, "Wyandoctrines" are established. These discuss freely the background of some of the restrictions and regulations and life on board. They "let down their hair and get confidential". They give you ~~the~~ lowdown on what the higher-ups are thinking, and why. And with all of this, they try to be good reading, as well.

There isn't time to write these, except on fairly long cruises, so they may not come out very often. But they will be added to as the need becomes apparent and the time and the writing talent become available.

Perhaps you have an unanswered, but answerable, question. If so, turn it in to the X.O.'s office and we may find it a proper subject for a Wyandoctrine. No promises, mind you, but at least it will be thought over carefully. Of course we can't answer the unanswerable ones like "why can't I get out on 37 points, if my sweetheart makes an affidavit that I am essential to her?" But maybe there's something else on your mind.

Have you a Wyandoctrine up your sleeve?

WYANDOCRINE # 1.

Subject: Shall I heave it overboard?

One of the lessons from this ship's experience in war operations is that our doctrine "Don't throw anything overboard except by direct order from the Captain in each case" was and is thoroughly sound. It is still sound in the present semi-peace and will continue sound in the real peace to follow.





"—AND OTHER UNWANTED OBJECTS"

2. One civilian's reaction to his first cruise at sea is said to have been "What a marvelous chance to dispose of old razor blades!" The Ocean has been an ideal dumping ground, for ages. Human instinct and undisciplined habit, alike, make it seem natural to get rid of any unwanted object, from a used razor-blade to the leader of a rival underworld gang, (properly weighted of course), by dumping it overboard.

3. But we have seen the effects, in fleet anchorages and off landing beaches, of deficient discipline in this respect of a large number of ships and landing craft. We have had boats disabled by discarded pieces of manila line caught in the screw. We have seen so many miscellaneous objects floating by that our boats have had to stop and take a new course in order not to be damaged. We have known the danger that swimmers might be sheltered in the debris. We have heard small arms fire, all through the night, from trigger-happy sentries on landing craft. The sentries were usually wrong and were usually endangering lives without good reason, but the responsibility must be shared by thoughtless individuals who tossed the boxes over the side, in the first place. We have had to ask an LST to cease firing because too many bullets were coming too close.

4. Even our own record, while relatively good, is not perfect in this respect. Mostly, we have picked up debris dropped by others. Mostly, at night, we have investigated every floating box before it got close enough to the ship to be a hazard, even if a swimmer had been using it for a camouflage. Our sentries have done almost no shooting. Mostly the anchorage has been cleaner and freer of debris (and bullets) because we were in it. Mostly we have behaved like a civic-minded family on a picnic, who



"LIKE A CIVIC MINDED FAMILY"

take pride in leaving their picnic grounds cleaner than they find them, rather than like the human trash, rich or poor, who enjoy their own fun but leave the grounds spoiled for future picnickers. But there have been "blots on our own escutcheon." There was the disgraceful incident in Kossol Roads, where a small group of undisciplined, foolish men, threw overboard a piece of broken boom which had valuable hardware attached to it and which was heavy enough to sink a sea-plane or seriously damage a boat. There have been several cases in which men threw minor objects overboard, hardly knowing they did it, showing that the proper habits had not yet been developed in them.

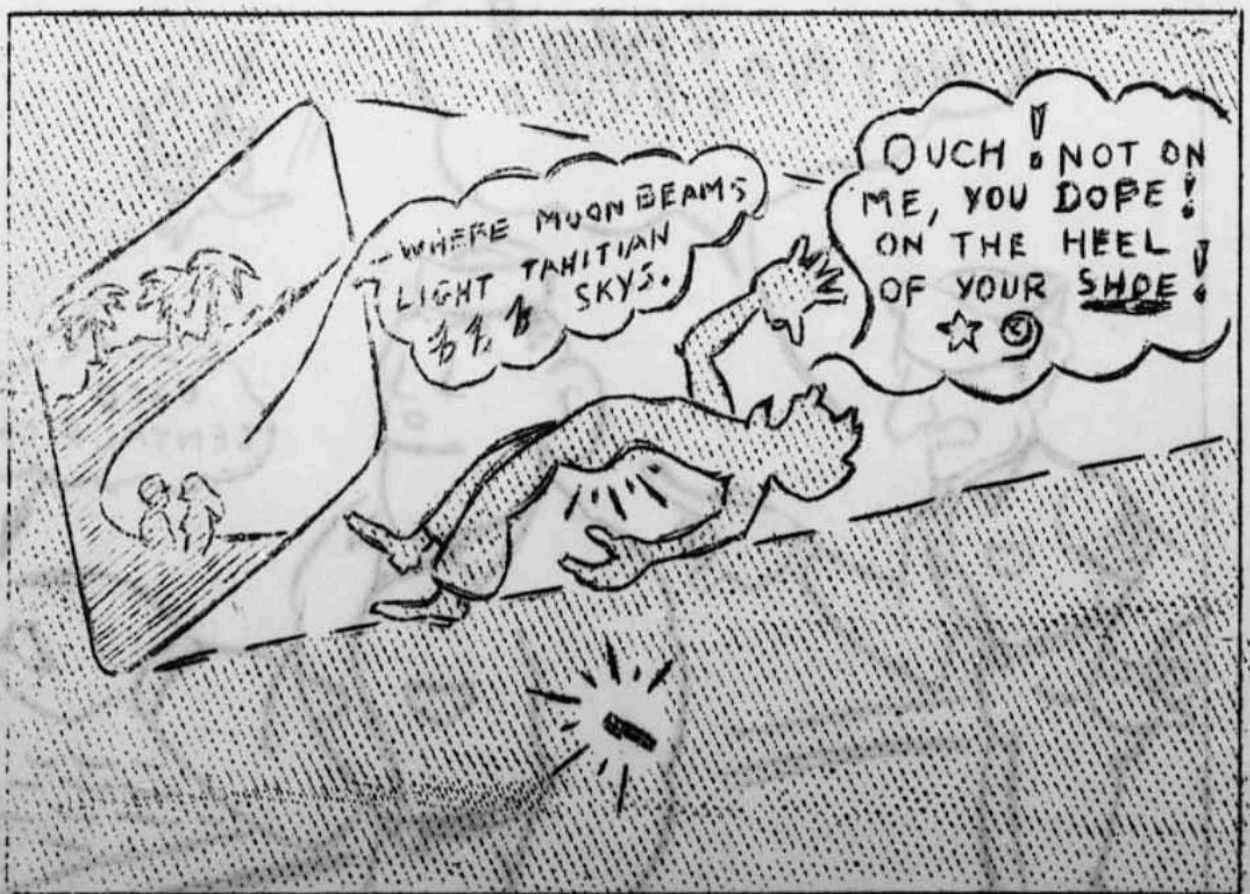


5. Underway, clear of all land, the need is equally great, but for different reasons. Most of the objects thrown overboard do not constitute "dangers to navigation". The boom was an exception to this. But many a ship has been sunk by a sub which located her by means of a trail of debris, debris thrown overboard thoughtlessly and often without knowledge of the ship's officers. When enemy planes find the trail, the result is similiar but quicker. Proper discipline of a ship's company must include assurance that sailors can be trusted on the fantail. It should not be necessary to station a watch-officer on the stern to keep thoughtless fellows, who only impersonate real sailors, from endangering the ship



by marking her wake with all manner of floating objects.

6. In port, at night, with no blackout, there is a different hazard. Boats have been burned by cigarettes carelessly tossed over the side. In places like Pearl Harbor, where many ships have been sunk, there is a fire hazard from oil on the surface of the water. At movies, men trying to throw cigarettes overboard from their seats may endanger each other's eyesight or movie film, which is about as inflammable as smokeless powder. It is obvious that the throwing of lighted cigarettes over the side cannot be permitted.



" PUT IT OUT ON YOUR HEEL "

7. Every ship that aspires to any self-respect, every ship that claims to be manned by sailors, must have some disciplinary standards with respect to throwing things over the side. Where should the line be drawn? Knowing the force of human habit, where would you draw the line? Would you say "it's O.K. to throw cigarettes over by day, but not by night?" Would you allow an empty cigarette pack to go over, or a candy wrapper or an ice cream cup but not a cigaretted carton? Would you give your blessing to tossing over a six inch piece of white-line but balk at a two-foot length of



1" manila? If so, who's going to stand around with a steel rule or a tape measure? No! It wouldn't work that way. The only way to handle the situation is to develop in every man on board, from boot seaman to skipper, a firm habit of throwing nothing over the side, not even the ashes off your cigar or cigarette, day or night. If there's no butt can handy, flick 'em into your cupped hand, until you can find one. At the movies, drop them on



the deck beside you. It has to be swept down, anyway. At the movies put your butt out on your heel or sole (if this gives you a hot foot, your shoes need repairing) and drop it on the deck. At all other times, carry it until you find a proper receptacle (which does not include voice tubes, 20 mm barrel tubes or someones inverted helmet, however inviting!) Don't toss, drop or sweep anything over the side. Pick up all dirt and carry it to a proper container. Sinkable trash will be thrown over, underway, but only by the Captain's orders, each time, and only under the supervision of the M.A.A. The orders will be given only at the time of day (1 hr. or more after sunset), when the least damage would be done if some of it should float, after all.

"Shall I throw it overboard?" NO! Not from the WYANDOT! NO matter what it is don't! Not unless specific permission has been given, in each case, by the Commanding Officer.

