

Rec. No.	54
R. S. No.	

Contributed by Frank Gerhardt

AL2-1/rs

U. S. S. YANCEY (AKA-93)

Serial 65

CONFIDENTIAL

10 November 1944.

From: The Commanding Officer.
To: Commander in Chief United States Fleet.
Subj: War Diary - Submission of.
Ref: (a) ComInch Ltr. FF1/AL2-1/AL6-3(7152) of 29 October 1943.
Encl: (A) War Diary of October, 1944.

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

E. R. Rice
E. R. RICE.

cc: Cincpac

94474

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U. S. S. YANCEY (AKA-93)

WAR DIARY

OCTOBER, 1944

1. 11 October 1944.

1400 - Officers and crew assembled aft for Commissioning ceremony. Captain C. G. McCord, USN (Ret.) representative of the Commandant TWELFTH Naval District read his orders (Com. L2ND File No. 48711, 10 October 1944) directing him to place the ship in commission in the U. S. Naval Service. The U. S. S. YANCEY (AKA-93) U. S. M. C. Hull #1193 was acquired for use under U. S. Maritime Commission Contract and was accepted for use in the Naval Service by Captain C. G. McCord, USN (Ret.) on 11 October 1944. The ship was placed in commission and delivered to the Commanding Officer, Lieutenant-Commander E. R. Rice, D-V(G), USNR. The Commanding Officer read his orders (Authority File No. A4-1 NDL2-1481vg, Serial No. 48712 10 October 1944) directing him to assume command and accept the ship. At 1530 underway for the Naval Supply Depot, Oakland, Calif., in compliance with orders from the Commandant TWELFTH Naval District.

2. 12-15 October 1944.

Moored at Naval Supply Depot, Oakland, California. Loading supplies, equipment, and ammunition. Total ammunition received: 300 rounds of 5"/38 caliber, 39420 rounds of 20mm, 19292 rounds of 40mm, 187500 rounds of 30 caliber, 79800 rounds of 50 caliber, 34 smoke pots, 3000 rounds of 45 caliber, 10000 rounds of 22 caliber, and allowance of pyrotechnics.

3. 16 October 1944.

At 1700 underway for Pier 31, San Francisco, California, for de-perming operations in compliance with orders from Commandant TWELFTH Naval District.

4. 17 October 1944.

At 0705 underway for Naval Anchorage, San Francisco, California, No. 12, in compliance with orders from Commandant TWELFTH Naval District.

5. 18 October 1944.

At 1252 underway for U. S. Naval Drydock, Hunter's Point, San Francisco, California, in compliance with orders from Commandant TWELFTH Naval District to calibrate Radar equipment. At 1431 moored starboard side to Berth 11.

ENCLOSURE (A)

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

OCTOBER, 1944

6. 19 October 1944.

At 0910 underway to compensate magnetic compasses in compliance with orders from Commandant, TWELFTH Naval District. 1320 anchored in Naval Anchorage No. 12, San Francisco, California.

7. 19-21 October 1944.

At anchor in San Francisco, California.

8. 22 October 1944.

At 1227, 22 October underway for Los Angeles Harbor, California with orders COTCPAC plan 211-44 to undergo shakedown period.

POSITION: 2000
Lat $37^{\circ} 21' 05''$ N
Long $123^{\circ} 09' 00''$ W

9. 23 October 1944.

Conducted full power run, steady run and steering tests. Conducted structural firing tests, ammunition expended: 3 rounds of 5"/38 caliber, 64 rounds of 40mm, 360 rounds of 20mm.

POSITION: 0800
Lat $55^{\circ} 54' 38''$ N
Long $123^{\circ} 01' 00''$ W

1200
Lat $35^{\circ} 00' 00''$ N
Long $122^{\circ} 19' 14''$ W

2000
Lat $34^{\circ} 25' 30''$ N
Long $121^{\circ} 52' 01''$ W

10. 24 October 1944.

Conducted steering casualty drills. At 1712 anchored in Berth D-5, Los Angeles Harbor, California. At 2007 underway to shift anchorage to D-3. Reported to C.T.G. 14.4. for shakedown training.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

OCTOBER, 1944

10. 24 October 1944. (Continued)

POSITION: 0800
Lat 33° 39' 00" N
Long 119° 11' 30" W

1200
Lat 33° 39' 00" N
Long 119° 59' 00" W

11. 25-26 October 1944.

At anchor, Berth D-3, Los Angeles Harbor, California. "On Arrival" inspection party from C.T.G. 14.4. came on board, Captain W. W. Feineman, USN (Ret.) Senior Member. Conducted scheduled shakedown exercises.

12. 27 October 1944.

At 1246 underway in compliance with orders from C.T.G. 14.4 to conduct scheduled shakedown training. Returned to anchorage, 1555, Berth D-3.

13. 28 October 1944.

At 0812 underway in compliance with orders from C.T.G. 14.4 to conduct scheduled shakedown training. Returned to anchorage, 1854, Berth D-5.

14. 29 October 1944.

Anchored in Berth D-5, Los Angeles Harbor, California. Conducted scheduled shakedown exercises.

15. 30 October 1944.

0909 underway to conduct gunnery exercises in compliance with orders from C.T.G. 14.4 in company with U. S. S. NAPA (APA-157), U. S. S. SANBORN (APA-193) and U. S. S. HANSFORD (APA-106). O.T.C. Captain F. J. Firth, USN in U. S. S. NAPA. 1435 completed structural firing tests, ammunition expended 1 round 5"/38 caliber. Conducted spotting and training practice and Day Battle Practice "ROGER", ammunition expended 21 rounds 5"/38 caliber.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

OCTOBER, 1944

16. 31 October 1944.

Conducted anti-aircraft machine gun Battle Practice "HOW",
ammunition expended 377 rounds of 40mm and 2113 rounds of
20mm.

POSITION:

0800

Lat 33° 11' 00" N

Long 119° 40' 58" W

1200

Lat 33° 21' 00" N

Long 119° 26' 30" W

2000

Lat 33° 35' 28" N

Long 119° 03' 30" W

5

AL2-1/rs

U. S. S. YANCEY (AKA-93)

157
U. S. No.

Serial 113

CONFIDENTIAL

9 December 1944.

From: The Commanding Officer.
To: Commander in Chief, United States Fleet.
Subj: War Diary - Submission of.
Ref: (a) ComInch Ltr. FF1/AL2-1/AL6-3(7152) of 29 October 1943.
Encl: (A) War Diary of November, 1944.

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

E. R. Rice
E. R. RICE.

cc: Cincpac

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U. S. S. YANCEY (AKA-93)

WAR DIARY

NOVEMBER, 1944

1. 1 November 1944.

Attached to San Pedro Shakedown Group, T.G., 14.4 and operating under orders from C.T.G., 14.4. Steaming in company with the U. S. S. NAPA (APA-157), U. S. S. SANBORN (APA-193) and U. S. S. HANSFORD (APA-106) conducting Tactical Manuevers and gunnery exercises, OTC Captain E. J. Firth, USN in U. S. S. NAPA. At 1115 fired A.A. practice "GEORGE". Expended 41 rounds of 5"/38, 324 rounds 40MM, 1359 rounds 20MM ammunition. At 1855 fired Night Battle Practice "ROGER". Expended 12 rounds 5"/38 caliber ammunition. Upon completion of firing proceeded to Los Angeles Harbor, anchoring in Berth C-5 at 2250.

POSITIONS: 0800

Lat 33° 34' 30" N

Long 119° 06' 40" W

1200

Lat 33° 22' 30" N

Long 119° 23' 00" W

2000

Lat 36° 36' 40" N

Long 118° 43' 55" W

2. 2 November 1944.

At 0848 underway to conduct measured mile runs off San Pedro. Upon completion returned to Los Angeles Harbor anchoring in Berth D-4 at 1924.

POSITIONS: 0800

Lat 33° 43' 07" N

Long 118° 14' 02" W

1200

Lat 33° 44' 00" N

Long 118° 25' 05" W

3. 3 November 1944.

At 1143 underway for fueling at sea exercises off San Pedro. Upon completion of fueling exercises, returned to Los Angeles Harbor, anchoring in Berth D-5 at 1705.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

NOVEMBER, 1944

3. 3 November 1944. (Cont'd)

POSITION: 1200
Lat 33° 17' N
Long 118° 22' W

4. 4 November 1944.

At 0759 underway to conduct amphibious exercises, upon completion returned to Los Angeles Harbor and anchored in Berth D-5 at 1422.

POSITION: 1200
Lat 33° 33' N
Long 118° 08' W

5. 5-6 November 1944.

At anchor in Los Angeles Harbor, conducting scheduled exercises.

6. 7 November 1944.

At 0911 Inspection party from T.G., 14.4., Captain W. W. Feineman, USN (Ret.) Senior Member, came aboard to conduct final shakedown inspection. Held personnel and material inspection. 1034 underway to conduct battle problem. Upon completion of battle problem returned to Los Angeles Harbor, anchoring in Berth D-3 at 1412. Conducted amphibious exercise. At 1520 inspection completed and inspecting party left ship. Shakedown under C.T.G., 14.4 completed, reported to ComPhibsTraPac. At 1957 underway for San Diego, California, in company with U. S. S. DARKE (APA-159) in compliance with confidential despatch 052031 of November.

7. 8 November 1944. Attached to ComPhibsTraPac.

Enroute San Diego. 0726 entered San Diego swept channel and at 0935 moored port side to Pier No. 1, U. S. Naval Repair Base, San Diego, California, for seven (7) days post-shakedown availability.

8. 9-15 November 1944.

Moored at U. S. Naval Repair Base, San Diego, California, undergoing post-shakedown availability.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

NOVEMBER, 1944

9. 16 November 1944.

At 1212 underway from U. S. Naval Repair Base in compliance with orders from ComPhibsTraPac. At 1256 anchored in Berth 211, San Diego Harbor. Received 328 rounds 5"/38 caliber, 720 rounds 40MM, 4620 rounds 20MM ammunition, 68 smoke pots, 300 smoke floats, and 48 primers.

10. 17 November 1944.

Underway at 0801 for San Francisco, California in compliance with ComphibsTraPac despatch 161955 of November. 0917 with swept channel buoy ABLE abeam to port, took departure and set course 270° T.

POSITIONS: 1200
Lat 32° 33' N
Long 118° 12' W

2000
Lat 33° 30' N
Long 120° 20' W

11. 18 November 1944.

Underway. Sighted Farallon Islands bearing 355° T about six (6) miles distant at 1330. Entered San Francisco Harbor at 1635 and moored port side to Pier No. 1, Encinal Terminal, Alaska Basin, Alameda, California at 1827. Reported to Commandant Twelfth Naval District for loading in compliance with orders.

POSITIONS: 0800
Lat 36° 06' N
Long 122° 51' W

12. 19-24 November 1944.

Moored at Alaska Basin, Alameda, California loading cargo consisting of anti-torpedo net equipment, and one (1) 14"/50 gun barrel which was secured on starboard side of main deck forward.

13. 25 November 1944. (Zone +07-00 and +08-00)

Underway at 1226 for Pearl Harbor, T. H., in compliance with confidential order 5725 of Commandant Twelfth Naval District and Movement order 02314 of Commander Western Sea Frontier, operating singly and without escort. At 1348 stood out of San Francisco

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

NOVEMBER, 1944

13. 25 November 1944. (Cont'd)

Harbor. At 1549 with Farallon Island light bearing 040° T distant six (6) miles, took departure and set course 234° T in accordance with routing instructions. 1900 retarded ship's clocks to $\pm 08-00$ zone time.

POSITION: 2000
Lat $36^{\circ} 53.5'$ N
Long $124^{\circ} 20'$ W

14. 26 November 1944. (Zone $\pm 08-00$ and $\pm 09-00$)

Underway. 1500 retarded ship's clocks to $\pm 09-00$ zone time.

POSITIONS: 0800
Lat $35^{\circ} 34.5'$ N
Long $127^{\circ} 41'$ W

1200
Lat $35^{\circ} 10'$ N
Long $128^{\circ} 48'$ W

2000
Lat $34^{\circ} 35.5'$ N
Long $131^{\circ} 05'$ W

15. 27 November 1944. (Zone $\pm 09-00$)

Underway. In the afternoon, the barometer began dropping rapidly and a strong breeze came up, causing a heavy swell from the southwest. Speed was reduced to 12 knots because of the heavy roll occasioned by the 14"/50 gun barrel on deck.

POSITIONS: 0800
Lat $34^{\circ} 04'$ N
Long $134^{\circ} 43'$ W

1200
Lat $33^{\circ} 53'$ N
Long $135^{\circ} 55'$ W

2000
Lat $33^{\circ} 36.5'$ N
Long $137^{\circ} 40'$ W

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

NOVEMBER, 1944

16. 28 November 1944. (Zone +09-00)

Underway with heavy weather conditions continuing. The sea began to moderate in the late afternoon, and by 2300 had abated enough that speed of 15 knots was resumed.

POSITIONS: 0800
Lat 33° 19.5' N
Long 139° 38.5' W

1200
Lat 33° 10.8' N
Long 140° 43' W

2000
Lat 32° 48' N
Long 141° 12.5' W

17. 29 November 1944. (Zone +09-00)

Underway.

POSITIONS: 0800
Lat 30° 46' N
Long 143° 52' W

1200
Lat 30° 09.5' N
Long 144° 34.5' W

2000
Lat 30° 46' N
Long 143° 52' W

18. 30 November 1944. (Zone +09-00 and +09-30)

Underway. 1037 conducted A.A. firing exercises using bursts from 5"/38 as target for the 40MM and 20MM's. Ammunition expended: 5"/38, 4 rounds, 40MM, 201 rounds, 20MM, 705 rounds. 1543 joined U. S. S. WYANDOT (AKA-92) and conducted tactical maneuvers, OTC in U. S. S. WYANDOT. 1830 retarded ship's clocks to +9½ zone time.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

NOVEMBER, 1944

18. 30 November 1944. (Zone ~~109-00~~ and ~~109-30~~)

POSITIONS: 0800

Lat $26^{\circ} 19.5' N$

Long $148^{\circ} 58' W$

1200

Lat $25^{\circ} 47.5' N$

Long $149^{\circ} 38' W$

2000

Lat $24^{\circ} 51.5' N$

Long $151^{\circ} 05' W$

Reg. No. 219

R. S. No.

A12-1/rs

U. S. S. YANCEY (AKA-93)

Serial 05

CONFIDENTIAL

5 January 1945.

From: The Commanding Officer.
To: Commander in Chief, United States Fleet.
Subj: War Diary - Submission of.
Ref: (a) ComInch Ltr. FFL/A12-1/A16-3(7152) of 29 October 1943.
Encl: (A) War Diary of December, 1944.

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

E. R. Rice
E. R. RICE.

cc: Cincpac

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U. S. S. YANCEY (AKA-93)

WAR DIARY

DECEMBER, 1944

1. 1 December 1944.

Enroute from San Francisco, California to Pearl Harbor, T. H., in accordance with confidential order 5725 of Commandant Twelfth Naval District and movement order 02314 of Commander Western Sea Frontier. Steaming in company with U. S. S. WYANDOT (AKA-92). At 1424 commenced firing exercises using bursts from 5"/38 as point of aim and completed same at 1544 having expended 18 rounds of 5"/38 caliber, 330 rounds of 40mm, and 2640 rounds of 20mm. Proceeded independently at 2020.

POSITIONS: 0800
Lat 23° 26' N
Long 153° 54' W

1200
Lat 23° 25' N
Long 154° 12' W

2000
Lat 23° 10.5' N
Long 154° 52.5' W

2. 2 December 1944.

Underway from San Francisco, California to Pearl Harbor, T. H. At 0652 sighted the island of Molokai bearing 160° T distant about 30 miles. Entered Pearl Harbor entrance channel at 1334 and moored port side to in berth W-7, West Loch, Pearl Harbor, T. H., at 1409. Reported to Commandant Fourteenth Naval District, Port Director, for discharge of cargo and reported to Commander Amphibious Force, U. S. Pacific Fleet for duty, Vice Admiral R. K. Turner, USN.

POSITIONS: 0800
Lat 21° 33' N
Long 157° 24' W

1200
Lat 21° 16' N
Long 157° 56' W

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Con't)

DECEMBER, 1944

3. 3 December 1944.

Moored at Pearl Harbor discharging cargo. Reported to Transport Squadron Sixteen, Commodore J. B. McGovern, USN, Squadron Commander. Assigned to Transport Division Forty-Seven.

4. 4-6 December 1944.

Moored at Pearl Harbor discharging cargo which was completed at 2235, 6 December 1944. Reported to Commander, Transport Division Forty-Seven, Captain A. S. Wotherspoon, USN.

5. 7-8 December 1944.

Moored at Pearl Harbor. At 0800 on 7 December 1944 shifted berths from W-7 to C-6.

6. 9 December 1944. Assigned for training exercises to Task Unit 13.10.08. (C.T.U. 13.10.08 Captain A. S. Wotherspoon, USN)

Underway at 0710 in compliance with C.T.U., 13.10.08 secret training order Al-44, Serial 0020 dated 3 December in company with U.S.S.HIGHLANDS (APA-119), U.S.S.WHITLEY (AKA-91), U.S.S.ATHENE (AKA-22), U.S.S.HANSFORD (APA-106), U.S.S.LENAWEE (APA-195), U.S.S.NAPA (APA-157), and U.S.S.DEUEL (APA-160) comprising Task Unit 13.10.08 to conduct training exercises, C.T.U. 13.10.08 in U.S.S.HIGHLANDS (APA-119). At 1534 commenced A.A. gunnery exercises, towed sleeve as target. At 1655 completed gunnery exercises, having expended 19 rounds of 5"/38 caliber, 243 rounds of 40mm and 302 rounds of 20mm.

POSITIONS: <u>1200</u>	<u>2000</u>
Lat 20° 57' N	Lat 20° 24.5' N
Long 157° 56' W	Long 157° 58.5' W

7. 10 December 1944.

Conducting tactical maneuvers and amphibious exercises of Maui, T. H., in company with T.U. 13.10.08.

POSITIONS: <u>0800</u>	<u>2000</u>
Lat 20° 40.4' N	Lat 20° 39' N
Long 156° 32.1' W	Long 156° 49.5' W

1200
Anchored in Maalae Bay.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Con't)

8. 11 December 1944.

Conducting tactical maneuvers and amphibious exercises off Maui, T. H., in company with T. U. 13.10.08.

POSITIONS: 0800
Lat 20° 41.2' N
Long 156° 32' W

1200
Anchored in Maalaea Bay.

2000
Lat 20° 39.5' N
Long 156° 58' W

9. 12 December 1944.

Underway in company with T.U. 13.10.08 conducting tactical maneuvers. Passed mail at sea with DE-260 at 1408.

POSITIONS: 0800
Lat 20° 17.5' N
Long 157° 23.2' W

1200
Lat 19° 03.3' N
Long 157° 37' W

2000
Lat 19° 44' N
Long 157° 10' W

10. 13 December 1944.

Underway in company with T.U. 13.10.08 conducting tactical maneuvers. U.S.S. LUBBOCK (APA-197), U.S.S. RUTLAND (APA-192) and U.S.S. HINSDALE (APA-120) joined task unit at 0732. At 1220 commenced simulating fueling at sea with PC-1588 and completed same at 1252.

POSITIONS: 0800 2000
Lat 20° 29' N Lat 19° 12' N
Long 157° 10' W Long 157° 11.5' W

1200
Lat 20° 03' N
Long 157° 11.5' W

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Con't)

DECEMBER, 1944

11. 14 December 1944.

Underway in company with T.U. 13.10.08 conducting tactical maneuvers and amphibious exercises at Lahaina Roads, Maui, T. H.

POSITIONS: 0800
Lat 20° 29' N
Long 157° 22' W

1200
Lat 20° 03' N
Long 157° 10' W

2000
Lat 19° 12' N
Long 157° 11.5' W

12. 15 December 1944.

Underway in company with T.U. 13.10.08 conducting tactical maneuvers. At 0802, commenced amphibious exercises and at 1035, anchored in Lahaina Roads, Maui, continuing amphibious exercises. Underway at 1713 to close beach in compliance with C.T.U. 13.10.08 despatch 160207 of 15 December ordering this vessel to conduct salvage operations of stranded landing boats, and at 1725 anchored in berth V-106, Lahaina Roads. Commenced salvage operations. T.U. 13.10.08 less U.S.S. YANCEY (AKA-93) stood out at 1715.

POSITION: 0800
Lat 20° 55.6' N
Long 156° 47' W

13. 16 December 1944.

Anchored in Lahaina Roads continuing salvage operations. Commenced amphibious exercises with T.U. 13.10.08 which returned at 0600. Secured from same at 1640. T.U. 13.10.08 less U.S.S. YANCEY (AKA-93) stood out at 1745.

14. 17 December 1944.

Anchored in Lahaina Roads continuing salvage operations. At 1100 secured from salvage operations. Salvage parties returned to ship with all equipment, parts of engines, hulls which could be salvaged.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Con't)

DECEMBER, 1944

14. 17 December 1944. (Continued)

At 1205 underway for Pearl Harbor in accordance with C.T.U. 13.10.08 despatch 170207 of 16 December, entered channel at 1702 and moored in berth X-ray 17, East Loch, Pearl Harbor at 1830. Task Unit 13.10.08 was dissolved upon entry into Pearl Harbor.

15. 18-31 December 1944.

Moored at Pearl Harbor, T. H.

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E. No.

U. S. S. YANCEY (AKA-93)

WAR DIARY

JANUARY, 1945

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U. S. S. YANCEY (AKA-93)

WAR DIARY

JANUARY, 1945

1. 1-3 January 1945.

Moored at Pearl Harbor, T. H.

2. 4 January 1945.

Underway at 0742 in compliance with Commandant Navy Yard, Pearl Harbor, visual despatch 040509 of January to shift berth from X-Ray 17 to William 5. At 1059 commenced loading cargo ammunition.

3. 5 January 1945.

Completed loading cargo ammunition at 0035. At 0754 underway in accordance with AdComPhibsPac donfidential despatch 050629 of January to compensate magnetic compasses. At 1155 entered Pearl Harbor channel and moored in berth Charlie 6 East Loch, Pearl Harbor, T. H., at 1304.

4. 6-11 January 1945.

Moored at Pearl Harbor, T. H.

5. 12 January 1945.

Underway at 0849 in compliance with ComPhibsPac Top Secret Training Order No. A29-44 and ComPhibsPac Training Movement Order No. A30-44 in company with Transport Group ABLE, Task Group 53.1 to conduct training exercises. C.T.G. 53.1 in U. S. S. CECIL (APA-96). At 1319 commenced A.A. gunnery exercises using towed sleeve as a target and completed same at 1355 having expended 3 rounds of 5"/38 caliber, 211 rounds of 40mm, and 278 rounds of 20mm.

POSITIONS: 1200
Lat 20° 59.5' N
Long 157° 55.3' W

2000
Lat 19° 39' N
Long 157° 15.5' W

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Continued)

JANUARY, 1945

6. 13 January 1945.

Conducting tactical maneuvers and amphibious exercises Off Maui, T. H., in company with Task Group 53.1. At 1623 anchored in berth Fox 11, Lahaina Roads, Maui, T. H. At 1827 shifted berth to Fox 10 in compliance with orders from ComTransRon 16.

POSITIONS: 0800
Lat 20° 43.9' N
Long 156° 38.2' W

1200
Lat 20° 43.8' N
Long 156° 35.9' W

7. 14 January 1945.

Underway at 0714 to conduct amphibious exercises and tactical maneuvers off Maui, T. H. in company with Task Group 53.1.

POSITIONS: 0800
Lat 20° 45.3' N
Long 156° 39.5' W

1200
Lat 20° 43.4' N
Long 156° 37.4' W

2000
Lat 20° 27.2' N
Long 157° 03.3' W

8. 15 January 1945.

Conducting tactical maneuvers and amphibious exercises off Maui, T. H., in company with Task Group 53.1. At 1903 anchored in berth Dog 7, Maalaea Bay, Maui, T. H.

POSITIONS: 0800
Lat 20° 43.8' N
Long 156° 37.5' W

1200
Lat 20° 44.7' N
Long 156° 37.2' W

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

WAR DIARY (Continued)

JANUARY, 1945

9. 16 January 1945.

Anchored in Maalae Bay, Maui, T. H. conducting amphibious exercises in company with Task Group 53.1. At 1637, underway to conduct tactical maneuvers.

POSITIONS: 2000
Lat 20° 18' N
Long 156° 49' W

10. 17 January 1945.

Underway in company with Task Group 53.1 conducting tactical maneuvers and amphibious exercises off Kahoolawe, T. H.

POSITIONS: 0800
Lat 20° 43.4' N
Long 156° 40.9' W

1200
Lat 20° 39.4' N
Long 156° 40.9' W

2000
Lat 20° 13' N
Long 157° 07' W

11. 18 January 1945.

Underway in company with Task Group 53.1 conducting tactical maneuvers. At 0810, commenced firing A.A. practice, towed sleeve as target. Completed firing at 0949 having expended 880 rounds of 40mm and 2817 rounds of 20mm. At 1524, entered Pearl Harbor and moored in berth X-Ray 4 at 1635.

POSITIONS: 0800
Lat 20° 48.5' N
Long 157° 43' W

1200
Lat 21° 09.5' N
Long 157° 58' W

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Continued)

JANUARY, 1945

12. 19-20 January 1945.

Moored at Pearl Harbor, T. H.

13. 21 January 1945.

Underway at 1617 to shift berth and moored at Hickam Pier, Pearl Harbor at 1824. At 2150 commenced loading combat cargo.

14. 22-23 January 1945.

Moored at Pearl Harbor, T. H. loading combat cargo which was completed at 1300 on the 23 January having loaded 1312 tons in 39 hours, 10 minutes.

15. 24-26 January 1945.

Moored at Pearl Harbor, T. H.

16. 27 January 1945.

Underway at 1147 for Eniwetok, Marshall Islands in compliance with ComTaskFor 51 Secret Sortie Order A34-44, Serial 0030 of 26 January 1945 in company with Task Group 51.12. At 1705 fired anti-aircraft exercises using towed sleeve as target which were completed at 1802 having expended 7 rounds 5"/38, 284 rounds of 40mm, and 1358 rounds of 20mm. Considerable improvement was noted in this firing exercise, one sleeve being shot down by after port side 40mm battery.

POSITION; 2000
Lat 20° 19.8' N
Long 159° 24.5' W

17. 28-30 January 1945.

Steaming in company with Task Group 51.12 enroute to Eniwetok, conducting tactical maneuvers and drills.

POSITIONS: 0800
Lat 19° 47' N
Long 161° 28' W

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

WAR DIARY (Continued)

JANUARY, 1945

17. 28-30 January 1945. (Continued)

POSITIONS: 1200
Lat 19° 43' N
Long 162° 13' W

2000
Lat 19° 34' N
Long 164° 00' W

29 Jan 45 0800
Lat 19° 24' N
Long 166° 16' W

2000
Lat 18° 59' N
Long 168° 54.5' W

30 Jan 45 0800
Lat 18° 39.2' N
Long 172° 19' W

1200
Lat 18° 33' N
Long 172° 19' W

2000
Lat 18° 06' N
Long 174° 13' W

18. 31 January 1945.

Steaming in company with Task Group 51.12 enroute to Eniwetok, conducting tactical maneuvers and drills. At 1325 commenced firing anti-aircraft exercises using drone as a target. Completed firing at 1440 having expended 50 rounds of 40mm and 190 rounds of 20mm ammunition and shooting down drone on first run at estimated range of 750 yards.

POSITIONS: 0800
Lat 17° 25.5' N
Long 176° 46.5' W

2000
Lat 17° 00' N
Long 179° 09' W

1200
Lat 17° 17' N
Long 177° 40' W

19

Reg. No.	394
R. S. No.	

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945

1. 1 February 1945.

This day omitted due to crossing 180th meridian at approximately 2355, 31 January 1945.

2. 2-4 February 1945.

Steaming in company with Task Group 51.12, Officer Tactical Command and Commander Task Group 51.12 Rear Admiral H. W. HILL, USN in U. S. S. AUBURN (AGC-10) enroute to Eniwetok, Marshall Islands from Pearl Harbor. Conducting tactical maneuvers and zig-zagging during daylight hours and moonlight.

POSITIONS: 2 February 1945 - 0800

Lat $16^{\circ} - 12'$ N.
Long $178^{\circ} - 28.5'$ E.

1200
Lat $15^{\circ} - 56'$ N.
Long $177^{\circ} - 14'$ E.

2000
Lat $15^{\circ} - 26'$ N.
Long $175^{\circ} - 35'$ E.

3 February 1945 - 0800

Lat $14^{\circ} - 50.5'$ N.
Long $172^{\circ} - 52'$ E.

1200
Lat $14^{\circ} - 34'$ N.
Long $172^{\circ} - 06'$ E.

2000
Lat $14^{\circ} - 04'$ N.
Long $170^{\circ} - 13'$ E.

4 February 1945 - 0800

Lat $13^{\circ} - 23'$ N.
Long $167^{\circ} - 32'$ E.

1200
Lat $13^{\circ} - 04'$ N.
Long $166^{\circ} - 36'$ E.

2000
Lat $12^{\circ} - 25'$ N.
Long $164^{\circ} - 53'$ E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

3. 5 February 1945.

At 1135 entered Eniwetok Atoll, and at 1322 anchored in berth F-415.

POSITION: 0800
Lat $11^{\circ} - 25'$ N.
Long $162^{\circ} - 40'$ E.

4. 6 February 1945.

Underway at 0930 to fuel from U. S. S. PLATTE (AO-24) in berth 311. Completed fueling at 1530 and returned to anchor in berth F-415 at 1619.

5. 7 February 1945.

Underway in company with Task Group 51.12 Rear Admiral H. W. HILL, USN, in U. S. S. AUBURN (AGC-10) at 1240 in compliance with Commander Task Force 51 Sortie Order A36-44 of 5 February 1945, enroute for Saipan. At 1516 commenced firing anti-aircraft practice, towed sleeve as target. Firing was completed at 1638 having expended 668 rounds of 40mm, and 3607 rounds of 20mm ammunition.

POSITION: 2000
Lat $11^{\circ} - 00.5'$ N.
Long $162^{\circ} - 04'$ E.

6. 8-10 February 1945.

Steaming in company with Task Group 51.12 enroute to Saipan, Marianas from Eniwetok, Marshall Islands. Conducting tactical maneuvers and drills, and zig-zagging during daylight hours and moonlight.

POSITIONS: 8 February 1945 - 0800
Lat $11^{\circ} - 45'$ N.
Long $159^{\circ} - 35'$ E.

1200
Lat $11^{\circ} - 59'$ N.
Long $158^{\circ} - 51'$ E.

2000
Lat $12^{\circ} - 15'$ N
Long $157^{\circ} - 13.5'$ E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

6. 8-10 February 1945 (Continued).

POSITIONS: 9 February 1945 - 0800

Lat $12^{\circ} - 52' N.$
Long $154^{\circ} - 56' E.$

1200

Lat $13^{\circ} - 01' N.$
Long $154^{\circ} - 00' E.$

2000

Lat $13^{\circ} - 23' N.$
Long $152^{\circ} - 16.5' E.$

10 February 1945 - 0800

Lat $13^{\circ} - 45' N.$
Long $149^{\circ} - 11.2' E.$

1200

Lat $13^{\circ} - 51' N.$
Long $149^{\circ} - 11.2' E.$

2000

Lat $14^{\circ} - 11' N.$
Long $147^{\circ} - 43' E.$

7. 11 February 1945.

At 0600, sighted Tinian Island bearing $280^{\circ} T$ distant twelve (12) miles and at 0950, anchored in berth M-C, Saipan Harbor.

POSITION: 0800

Lat $15^{\circ} - 06.5' N.$
Long $145^{\circ} - 40.1' E.$

8. 12 February 1945.

Anchored at Saipan. Underway in company with Task Group 51.12, Officer Tactical Command and Commander Task Group 51.12 Rear Admiral H. W. HILL, USN in U. S. S. AUBURN (AGC-10) at 1816 in compliance with Commander Task Group 51.12 visual signal 120750 to conduct amphibious exercises of Tinian Island.

POSITION: 2000

Lat $15^{\circ} - 12' N.$
Long $145^{\circ} - 23' E.$

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

9. 13 February 1945.

Steaming in company with Task Group 51.12. At 0547 entered Transport Area off Tinian Island and at 0631 commenced amphibious exercises. Completed amphibious exercises at 1524 and returned to Saipan, anchoring in berth M-5, Saipan Harbor at 1807.

POSITION: 0800 1200
Lat 15° - 04' N. Lat 15° - 03.5' N.
Long 145° - 25' E. Long 145° - 28.5' E.

10. 14-15 February 1945.

Anchored at Saipan. While making chemical smoke during an air alert at 2204 on the 14th, a fire broke out in port fog generator aft. Was extinguished immediately by after repair party without damage.

11. 16 February 1945.

Underway at 1549 in company with Task Group 51.12 Officer Tactical Command and Commander Task Group 51.12 Rear Admiral H. W. HILL, USN in U. S. S. AUBURN (AGC-10) in accordance with Commander Amphibious Forces, Pacific Fleet, sortie order A37-44 of 14 February 1945, enroute to attack Iwo Jima, Nanpo Shoto.

POSITION: 2000
Lat 15° - 17' N.
Long 145° - 02.2' E.

12. 17-18 February 1945.

Steaming in company with Task Group 51.12 enroute from Saipan to Iwo Jima. At 1900 on the 18th, a fire broke out in the trash stowage locker used as auxiliary chart room on the after starboard side of the upper cabin deck, but was extinguished quickly with loss of two (2) portfolios of charts, and United States ensigns (3).

POSITIONS: 17 February 1945 - 0800 1200
Lat 16° - 17' N. Lat 17° - 00' N.
Long 142° - 47' E. Long 143° - 02.55' E.
2000
Lat 18° - 05' N.
Long 141° - 56' E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

12. 17-18 February 1945 (Continued).

POSITIONS: 18 February 1945 - 0800 1200
Lat 20° - 12.5' N. Lat 20° - 55' N.
Long 142° - 43' E. Long 142° - 15.5' E.

2000
Lat 22° - 38.5' N.
Long 142° - 06' E.

13. 19 February 1945.

Steaming in company with Task Group 51.12 on approach plan for the invasion of Iwo Jima. Star shells and tracers from large caliber bombardment could be seen as early as 0400 while more than 30 miles from the island. At 0534 set Condition 1A. At 0600, the designation of Commander Task Group 51.12 changed to Commander Task Force 53 Rear Admiral H. W. HILL, USN, and this ship became a part of Task Group 53.1, Commander Task Group 53.1 Commodore J. B. McGOVERN, USN in U. S. S. CECIL (APA-96). At 0624, stopped in Transport Area and at 0630 commenced putting boats over to begin amphibious operations against Iwo Jima. Our boats were in use by other ships throughout the day, but we received no orders to unload any of our cargo. Underway at 1835 for night retirement in company with Task Unit 53.1.2, Officer Tactical Command and Commander Task Unit 53.1.2 Captain A. S. WOTHERSPOON, USN in U. S. S. RUTLAND (APA-192).

POSITIONS: 0800 1200
Lat 24° - 32.5' N. Lat 24° - 36.5' N.
Long 141° - 22.3' E. Long 141° - 20.5' E.

2000
Lat 24° - 33.1' N.
Long 141° - 30' E.

14. 20 February 1945.

At 0700, arrived in Transport Area off Iwo Jima. Our boats were again sent to other ships for use in unloading. At 1618, U. S. S. PENSACOLA (CA-24) moored alongside to starboard for transfer of ammunition which was begun at 1636. At 1820, slight damage and water seepage was reported at frames 105 and 106 starboard side from rolling of PENSACOLA alongside. At 1828, the PENSACOLA underway from alongside. Underway at 1833 for night retirement with Task Unit 53.1.2.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

14. 20 February 1945 (Continued).

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat $24^{\circ} - 41.9'$ N. Long $141^{\circ} - 19.2'$ E.	Lat $24^{\circ} - 40.5'$ N. Long $141^{\circ} - 20.6'$ E.
	<u>2000</u>	
	Lat $24^{\circ} - 26.5'$ N. Long $141^{\circ} - 35.6'$ E.	

15. 21 February 1945.

Arrived in Transport Area at 0704 and received orders to fall out of formation to continue transfer of ammunition to U. S. S. PENSACOLA (CA-24) which moored alongside to starboard at 1020. In coming alongside, the PENSACOLA's bow raked the starboard side of this ship from the stem to frame 57, springing numerous plates, loosening rivets, and carrying away life raft and support and bending inboard 20mm gun tub support at frames 65 to 68. At 1113 the PENSACOLA cast off at our request due to underwater damage to this ship caused by rolling. Frames were sprung and rivets loosened 12 feet above base line frames 103 to 109 and 18 feet above base line frames 100 to 105. In clearing the side the PENSACOLA raked our starboard side from frames 91 to 99 bending the superstructure support at frame 91 inboard about six (6) inches and damaging the starboard accommodation ladder. At 1130 we commenced transferring cargo ammunition to the PENSACOLA by boat. At 1726, secured from transferring ammunition. At 1845 underway for night retirement in company with Task Unit 53.1.2. At 1730 an air alert was sounded and general quarters stations were manned. At 1900, several enemy raids materialized and intense anti-aircraft fire could be seen at the island astern of us and also on the horizon off our port bow. One of these raids came as close as six (6) miles from our group, but no firing was done by us and all the enemy planes had left the area by 2000.

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat $24^{\circ} - 37.6'$ N. Long $141^{\circ} - 17.2'$ E.	Lat $24^{\circ} - 32.2'$ N. Long $141^{\circ} - 22'$ E.
	<u>2000</u>	
	Lat $24^{\circ} - 30'$ N. Long $141^{\circ} - 34'$ E.	

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

18. 24 February 1945 (Continued).

planes were reported clear of the area by 2200.

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat $24^{\circ} - 42.5'$ N.	Lat $24^{\circ} - 40.6'$ N.
	Long $141^{\circ} - 18.9'$ E.	Long $141^{\circ} - 20.1'$ E.
	<u>2000</u>	
	Lat $24^{\circ} - 33.5'$ N.	
	Long $141^{\circ} - 29.1'$ E.	

19. 25 February 1945.

At 0619 returned to Transport Area from night retirement. No orders were received to unload and we maintained station in the Transport Area all day. At 1745 underway for night retirement with Task Unit 53.1.2.

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat $24^{\circ} - 43'$ N.	Lat $24^{\circ} - 42.2'$ N.
	Long $141^{\circ} - 17.7'$ E.	Long $141^{\circ} - 20.1'$ E.
	<u>2000</u>	
	Lat $24^{\circ} - 30.9'$ N.	
	Long $141^{\circ} - 31.9'$ E.	

20. 26 February 1945.

At 0702 returned to Transport Area from night retirement. At 0815, LCI-80 moored alongside and we transferred provisions and fresh water to her, casting off at 0938. This ship was designated to receive empty cartridge cases during the day and our boats transferred from U. S. S. GUEST (DD-472) and U. S. S. STANLEY (DD-478) from 0943 to 1420. At 1740 underway for night retirement with Task Unit 53.1.4, Commander Task Unit 53.1.4 Captain A. J. DETZER, USN in U. S. S. LENAWEE (APA-195).

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat $24^{\circ} - 44'$ N.	Lat $24^{\circ} - 46.2'$ N.
	Long $141^{\circ} - 20.7'$ E.	Long $141^{\circ} - 22.8'$ E.
	<u>2000</u>	
	Lat $24^{\circ} - 33.3'$ N.	
	Long $141^{\circ} - 30'$ E.	

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U. S. S. YANCEY (AKA-93)

WAR DIARY

FEBRUARY, 1945 (Con't)

21. 27 February 1945.

At 0602 returned to Transport Area from night retirement and at 0825 anchored to seaward of regular anchorage area off Iwo Jima and commenced unloading Corps Evacuation Hospital Equipment in accordance with Commander Task Group 53.1 dispatch 0600K of 27 February 1945. Underway at 1313 to shift berths and anchored in berth 19A Iwo Jima at 1340. At 1500 commenced unloading general cargo in accordance with orders. At 1506 LST-84 moored alongside to take some of our cargo, but due to conflicting orders, cast off unloaded at 1725. At 1640, LSM-46 moored alongside and cast off loaded with vehicles at 1940.

22. 28 February 1945.

Anchored at Iwo Jima, unloading combat cargo. At 0130, LST-928, while maneuvering in the area, rammed this ship head on at frame 41, starboard side bending in hull plating and carrying away one life raft and life raft support. At 0507, LCT-1393 moored alongside starboard side aft to take cargo. At 1118, LST-928 moored alongside to port to take cargo. While alongside, owing to excessive rolling frames were bent and rivets loosened, frames 98 to 104. At 1222 LCT-1393 cast off loaded. At 1900 this ship began to receive casualties from the beach, a total of 30 being admitted up to 2215, one casualty died at 2200 from an intra-cranial injury. At 1915, in accordance with Commander Task Force 53 dispatch 280852, this ship reported to Commander Task Group 51.1 Commodore W. LOOMIS, USN, for unloading, Commander Task Group 53.1 having left the area at about 1800. At 2100, LST-928 underway from alongside loaded. At 2302, LCT-1031 moored alongside starboard side aft to take cargo. In coming alongside the ramp of LCT-1031 made a hole approximately 5" X 12" in the hull of this ship eight feet above the water line near frame 113, repaired by ship's force.

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U. S. S. YANCEY (AKA-93)

64

Reg. No.	471
R. S. No.	

WAR DIARY

MARCH, 1945

1. 1 March 1945.

Anchored at Iwo Jima, Nanpo Shoto (Volcano Islands) unloading combat cargo in ship's boats and other landing craft in support of the invasion of Iwo Jima.

2. 2 March 1945.

Anchored at Iwo Jima. At 1817 completed unloading cargo and at 1834 underway for Saipan in company with Task Unit 51.29.4 in accordance with Commander Task Force 51 despatch 020555 of March. Officer in Tactical Command in U. S. S. HYMAN (DD-732).

POSITION: 2000
Lat $24^{\circ} - 32.2'$ N.
Long $141^{\circ} - 12.3'$ E.

3. 3-4 March 1945.

Underway in company with Task Unit 51.29.4 enroute to Saipan.

POSITIONS: 3 March <u>0800</u>	4 March <u>0800</u>
Lat $22^{\circ} - 39'$ N.	Lat $18^{\circ} - 21.5'$ N.
Long $141^{\circ} - 27'$ E.	Long $142^{\circ} - 58'$ E.
<u>1200</u>	<u>1200</u>
Lat $22^{\circ} - 10'$ N.	Lat $17^{\circ} - 48'$ N.
Long $141^{\circ} - 43.5'$ E.	Long $143^{\circ} - 20'$ E.
<u>2000</u>	<u>2000</u>
Lat $20^{\circ} - 45'$ N.	Lat $16^{\circ} - 35'$ N.
Long $142^{\circ} - 24'$ E.	Long $143^{\circ} - 50'$ E.

4. 5 March 1945.

Underway in company with Task Unit 51.29.4 enroute to Saipan. At 0630, this ship placed in charge of transports for entry into port. At 0935, anchored in berth L-56, Saipan Harbor, Marianas Islands. At 1215, transferred all Marine Corps casualties to U. S. Naval Dispensary at Saipan.

POSITION: 0800
Lat $15^{\circ} - 11.8'$ N.
Long $145^{\circ} - 36'$ E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

MARCH, 1945

5. 6 March 1945.

Anchored at Saipan. At 1653, underway in company with U. S. S. TOLLAND (AKA-64), U. S. S. CARTERET (APA-70), U. S. S. STOKES (AKA-68) and two (2) Destroyer Escorts as screen for Tulagi, Solomons Islands in accordance with despatch 060606 of March from U. S. S. TOLLAND (AKA-64). Officer in Tactical Command in U. S. S. TOLLAND (AKA-64).

POSITION: 2000
Lat $15^{\circ} - 10.6'$ N.
Long $145^{\circ} - 31.4'$ E.

6. 7-15 March 1945.

Underway in company with U. S. S. TOLLAND (AKA-64), U. S. S. CARTERET (APA-70) and U. S. S. STOKES (AKA-68) enroute to Tulagi, Solomons Islands. On 12, 13, and 15 March, firing exercises were held for Condition 3 Condition 1A and General Quarters gun crews using bursts from 5"/38 as target. Total ammunition expended was 31 rounds 5"/38; 1208 rounds 40mm; and 5921 rounds 20mm. At 0800 on the 15th secured No. 2 boiler because of serious leak in economizer.

POSITIONS: 7 March <u>0800</u>	8 March <u>0800</u>
Lat $13^{\circ} - 42.5'$ N.	Lat $12^{\circ} - 51'$ N.
Long $144^{\circ} - 35.5'$ E.	Long $148^{\circ} - 17'$ E.
<u>1200</u>	<u>1200</u>
Lat $13^{\circ} - 17.2'$ N.	Lat $12^{\circ} - 48'$ N.
Long $144^{\circ} - 34.7'$ E.	Long $149^{\circ} - 05'$ E.
<u>2000</u>	<u>2000</u>
Lat $13^{\circ} - 03'$ N.	Lat $12^{\circ} - 35.8'$ N.
Long $145^{\circ} - 55'$ E.	Long $150^{\circ} - 33'$ E.
9 March <u>0800</u>	10 March <u>0800</u>
Lat $12^{\circ} - 20.2'$ N.	Lat $11^{\circ} - 41'$ N.
Long $152^{\circ} - 36.8'$ E.	Long $156^{\circ} - 56'$ E.
<u>1200</u>	<u>1200</u>
Lat $12^{\circ} - 15.8'$ N.	Lat $11^{\circ} - 36.5'$ N.
Long $153^{\circ} - 24'$ E.	Long $157^{\circ} - 57'$ E.
<u>2000</u>	<u>2000</u>
Lat $12^{\circ} - 01'$ N.	Lat $11^{\circ} - 23.8'$ N.
Long $154^{\circ} - 45'$ E.	Long $158^{\circ} - 56.5'$ E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

MARCH, 1945

6. 7-15 March 1945. (Continued)

POSITIONS: 11 March 0800	12 March 0800
Lat $11^{\circ} - 11'$ N.	Lat $08^{\circ} - 02.5'$ N.
Long $161^{\circ} - 04.5'$ E.	Long $163^{\circ} - 15'$ E.
1200	1200
Lat $11^{\circ} - 08.4'$ N.	Lat $07^{\circ} - 14'$ N.
Long $161^{\circ} - 50'$ E.	Long $163^{\circ} - 33'$ E.
2000	2000
Lat $10^{\circ} - 11'$ N.	Lat $05^{\circ} - 47'$ N.
Long $162^{\circ} - 36'$ E.	Long $164^{\circ} - 05'$ E.
13 March 0800	14 March 0800
Lat $03^{\circ} - 34'$ N.	Lat $00^{\circ} - 56.5'$ S.
Long $164^{\circ} - 04'$ E.	Long $162^{\circ} - 50.5'$ E.
1200	1200
Lat $02^{\circ} - 54.5'$ N.	Lat $01^{\circ} - 39'$ S.
Long $163^{\circ} - 44'$ E.	Long $162^{\circ} - 39'$ E.
2000	2000
Lat $01^{\circ} - 24'$ N.	Lat $03^{\circ} - 09.7'$ S.
Long $163^{\circ} - 24'$ E.	Long $162^{\circ} - 16.5'$ E.
15 March 0800	
Lat $05^{\circ} - 14'$ S.	
Long $162^{\circ} - 01'$ E.	
1200	
Lat $06^{\circ} - 00'$ S.	
Long $162^{\circ} - 00'$ E.	
2000	
Lat $06^{\circ} - 37'$ S.	
Long $161^{\circ} - 38'$ E.	

7. 16 March 1945.

At 1342, anchored in berth 25, Tulagi Harbor. At 1700, four (4) damaged LCM(3)s and four (4) damaged LCV(P)s were sent from this ship to Tulagi Harbor Boat Pool and replaced with rebuilt boats same type.

POSITIONS: 0800	1200
Lat $08^{\circ} - 24.2'$ S.	Lat $09^{\circ} - 01.8'$ S.
Long $160^{\circ} - 24.5'$ E.	Long $159^{\circ} - 59.6'$ E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

MARCH, 1945

8. 17 March 1945.

Anchored at Tulagi. At 1147, underway in company with U. S. S. TOLLAND (AKA-64), U. S. S. WHITESIDE (AKA-90), U. S. S. STOKES (AKA-68) and U. S. S. CARTERET (APA-70) for Espiritu Santo, New Hebrides. Officer in Tactical Command in U. S. S. TOLLAND (AKA-64).

POSITIONS:	<u>1200</u>	<u>2000</u>
	Lat 09° - 07.4' S.	Lat 09° - 46' S.
	Long 160° - 12.3' E.	Long 161° - 01.7' E.

9. 18 March 1945.

Underway in company with U. S. S. TOLLAND (AKA-64), U. S. S. WHITESIDE (AKA-90), U. S. S. STOKES (AKA-68) and U. S. S. CARTERET (APA-70) enroute to Espiritu Santo, at 1530 this ship was ordered to proceed independently because of inability to make over 11.5 knots due to boiler trouble.

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat 11° - 23' S.	Lat 12° - 11' S.
	Long 162° - 01' E.	Long 162° - 44' E.
	<u>2000</u>	
	Lat 13° - 14.8' S.	
	Long 163° - 52' E.	

10. 19 March 1945.

At 0846 held small caliber machine gun firing practice for boat crews which was completed at 0928 having expended 2750 rounds of 30 caliber and 1600 rounds of 50 caliber ammunition. At 1002 sighted Espiritu Santo Island and at 1845, anchored in berth 5, Second Channel, Espiritu Santo.

POSITIONS:	<u>0800</u>	<u>1200</u>
	Lat 14° - 55' S.	Lat 15° - 28' S.
	Long 165° - 59' E.	Long 166° - 27.9' E.

11. 20 March 1945.

Anchored at Espiritu Santo. At 0633, underway in accordance with orders from the Port Director, Espiritu Santo to shift berth and

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

MARCH, 1945

11. 20 March 1945. (Continued).

at 0713 moored starboard side to Pier 5, Second Channel, Espiritu Santo. At 1512, commenced loading combat cargo from the dock. At 1700, ten (10) officers and 148 enlisted men of the 27th Infantry Division, U. S. Army reported aboard for transportation.

12. 21 March 1945.

Moored at Espiritu Santo loading combat cargo.

13. 22 March 1945.

At 0833, underway in accordance with orders from the Port Director, Espiritu Santo to shift berth and at 0910 moored to buoy, berth 16, Second Channel, Espiritu Santo. At 1200 resumed combat loading from barges alongside.

14. 23 March 1945.

Moored at Espiritu Santo loading combat cargo which was completed at 1435, having loaded 1860 tons in sixty nine hours and thirty-four minutes.

15. 24 March 1945.

Moored at Espiritu Santo.

16. 25 March 1945.

Underway at 0626 in company with Task Group 51.3, Commodore J. B. McGOVERN, USN in U. S. S. CECIL (APA-96) in accordance with Commander Task Group 51.3 Top Secret Operation Plan A5-45, enroute to Ulithi Islands, West Carolines. At 1020, commenced A.A. firing exercises using towed sleeve as target. Completed firing exercises at 1209 having expended 6 rounds 5"/38, 279 rounds 40mm, and 476 rounds of 20mm ammunition.

POSITIONS: 0800
Lat 15° - 32' S.
Long 167° - 13.7' E.

1200
Lat 15° - 02' S.
Long 167° - 26.5' E.

2000
Lat 13° - 55' S.
Long 166° - 31' E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY (Cont'd)

MARCH, 1945

17. 26-31 March 1945.

Underway in company with Task Group 51.3 enroute to Ulithi Islands, West Carolines, zig-zagging during daylight hours and moonlight and conducting general drills and exercises.

POSITIONS: 26 March	<u>0800</u> Lat $11^{\circ} - 55'$ S. Long $164^{\circ} - 48.5'$ E.	27 March	<u>0800</u> Lat $08^{\circ} - 20.5'$ S. Long $161^{\circ} - 49'$ E.
	<u>1200</u> Lat $11^{\circ} - 17'$ S. Long $164^{\circ} - 21'$ E.		<u>1200</u> Lat $07^{\circ} - 56'$ S. Long $161^{\circ} - 16'$ E.
	<u>2000</u> Lat $09^{\circ} - 56'$ S. Long $163^{\circ} - 37'$ E.		<u>2000</u> Lat $07^{\circ} - 02.2'$ S. Long $160^{\circ} - 00'$ E.
28 March	<u>0800</u> Lat $05^{\circ} - 24'$ S. Long $158^{\circ} - 10'$ E.	29 March	<u>0800</u> Lat $01^{\circ} - 57.2'$ S. Long $154^{\circ} - 40'$ E.
	<u>1200</u> Lat $04^{\circ} - 42.5'$ S. Long $157^{\circ} - 37.1'$ E.		<u>1200</u> Lat $01^{\circ} - 30'$ S. Long $154^{\circ} - 06'$ E.
	<u>2000</u> Lat $03^{\circ} - 33'$ S. Long $156^{\circ} - 25'$ E.		<u>2000</u> Lat $01^{\circ} - 03'$ S. Long $152^{\circ} - 42'$ E.
30 March	<u>0800</u> Lat $00^{\circ} - 19'$ S. Long $150^{\circ} - 30'$ E.	31 March	<u>0800</u> Lat $01^{\circ} - 54'$ N. Long $146^{\circ} - 54'$ E.
	<u>1200</u> Lat $00^{\circ} - 26'$ S. Long $150^{\circ} - 05'$ E.		<u>1200</u> Lat $01^{\circ} - 54'$ N. Long $146^{\circ} - 34'$ E.
	<u>2000</u> Lat $00^{\circ} - 28'$ N. Long $148^{\circ} - 48'$ E.		<u>2000</u> Lat $02^{\circ} - 36'$ N. Long $145^{\circ} - 47'$ E.

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Log. No. 509

R. S. No. _____

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

WAR DIARY

APRIL, 1945

1. 1-2 April 1945.

Underway in company with Task Group 51.3, Commodore J. B. McGOVERN, USN, in U. S. S. CECIL (APA-96) enroute from Espiritu Santo, New Hebrides to Ulithi, West Caroline Islands, zig-zagging during daylight hours and moonlight. Conducting general drills enroute. At 0830 on 1 April, No. 1 boiler was secured because of badly leaking economizer tube. No. 2 generator was secured leaving No. 1 generator and emergency diesel generator on line. At 1718, emergency generator tripped causing loss of power to steering engine, radio circuit, and all bridge electrical controls. Power was restored by cutting in No. 2 generator.

POSITIONS: 1 April 0800	2 April 0800
Lat 03° - 59' N.	Lat 06° - 49' N.
Long 143° - 17.5' E.	Long 140° - 45' E.
 1200	 1200
Lat 04° - 03' N.	Lat 06° - 47' N.
Long 142° - 39.5' E.	Long 140° - 53' E.
 2000	 2000
Lat 05° - 06' N.	Lat 07° - 45' N.
Long 141° - 51' E.	Long 140° - 12' E.

2. 3 April 1945.

At 1110, entered Ulithi Lagoon and at 1234, anchored in berth "LOVE" Ulithi Lagoon, West Caroline Islands.

POSITION: 0800
 Lat 09° - 27.2' N.
 Long 139° - 43' E.

3. 4 April 1945.

At 0914, underway in company with Task Group 51.3, Commodore J. B. McGOVERN, USN, in U. S. S. CECIL (APA-96) in accordance with Commander Task Group 51.3 sortie plan A6-45 enroute to Okinawa Shima, Nansel Shoto as Floating Reserve Group for the amphibious operations against that island.

POSITIONS: 1200	2000
Lat 10° - 04' N.	Lat 11° - 26.5' N.
Long 139° - 51.2' E.	Long 139° - 06' E.

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

(Continued)

WAR DIARY

APRIL, 1945

4. 5-8 April 1945.

Underway in company with Task Group 51.3, enroute Ulithi to Okinawa Shima, Nansei Shoto, zig-zagging during daylight hours and moonlight.

POSITIONS: 5 April 0800	6 April 0800
Lat 13° - 18' N.	Lat 16° - 41' N.
Long 138° - 01.5' E.	Long 135° - 11' E.
1200	1200
Lat 14° - 00.5' N.	Lat 17° - 02' N.
Long 137° - 23.7' E.	Long 134° - 48.5' E.
2000	2000
Lat 15° - 15' N.	Lat 18° - 01.5' N.
Long 136° - 23' E.	Long 134° - 08.5' E.
7 April 0800	8 April 0800
Lat 19° - 58' N.	Lat 22° - 54' N.
Long 133° - 07.5' E.	Long 130° - 43' E.
1200	1200
Lat 20° - 24' N.	Lat 23° - 13' N.
Long 132° - 34' E.	Long 130° - 18.8' E.
2000	2000
Lat 21° - 15.5' N.	Lat 24° - 23' N.
Long 131° - 51' E.	Long 129° - 20' E.

5. 9 April 1945.

At 0647, this ship in company with Transport Division Forty-Seven, CTD 47, Captain A. S. WOTHERSPOON, USN in U. S. S. RUTLAND (APA-192) left formation to proceed to Kerama Retto in accordance with orders, and 0810 was ordered to proceed independently to anchorage in lee to westward of Aka Shima. At 0948, anchored to westward of Aka Shima. At 1810, underway in accordance with orders from SOPA, Kerama Retto, and proceeded new anchorage inside net. At 2002, anchored in berth K94, Kerama Retto, Nansei Shoto.

POSITION: 0800
Lat 26° - 05.6' N.
Long 127° - 20.9' E.

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U. S. S. YANCEY (AKA-93)

(Continued)

WAR DIARY

APRIL, 1945

6. 10 April 1945.

At 0830, underway in accordance with Commander Task Group 51.15 despatch 092130 of April for Hagushi Beaches, Okinawa in company with U. S. S. SANDOVAL (APA-194), U. S. S. HANSFORD (APA-106), U. S. S. CARTERET (APA-70) and U. S. S. NEW HANOVER (AKA-73), OTC in U. S. S. HANSFORD (APA-106). At 1154, anchored off Southern Hagushi Beaches, Okinawa Shima, reported to Commander Task Group 51.3 for unloading. Unable to anchor in assigned berth because of low visibility. Air attacks were in progress during the day and this ship went to General Quarters as necessary.

7. 11 April 1945.

Anchored off Hagushi Beaches, Okinawa; no orders to unload were received during the day. Air attacks were in progress at various times and the ship went to General Quarters as necessary.

8. 12 April 1945.

At 0805, underway to anchor in assigned berth and 0913 anchored in berth H-102, Southern Hagushi Beaches, Okinawa. At 1005, commenced unloading vehicles in ship's boats. During most of the afternoon, the transport area was under air attack from 1325 to 1702, which interfered seriously with unloading. Condition LA gun crews were supplemented by hatch parties.

9. 13 April 1945.

At 1327, underway to shift berth in accordance with orders Port Director, Okinawa and at 1338 anchored in berth H-87. At 1537, again underway to shift berth in accordance with orders from Commander Task Group 51.3 and at 1604 anchored in berth H-84 and continued unloading of vehicles. During air attacks at various times, Condition LA gun crews were supplemented by hatch parties, which delayed unloading.

10. 14 April 1945.

Anchored at Okinawa unloading general cargo into ship's boats and LSM-82 which came alongside at 1445. Air attacks were in progress at various times and Condition LA gun crews were supplemented by hatch parties.

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U. S. S. YANCEY (AKA-93)

(Continued)

WAR DIARY

APRIL, 1945

11. 15 April 1945.

Anchored at Okinawa unloading combat cargo in ship's boats and LSM-82 alongside. At 0940, LSM-80 came alongside partially loaded. At 1822, manned all guns in preparation for air attack and at 1839 commenced firing at enemy plane identified as an Oscar on our port bow. This plane was shot down. No. 4, 40mm registered hits and it is believed that this ship should be credited with a "Sure Assist". At 1850 LSM-80 shoved off completely loaded. At 2125, commenced firing at another enemy plane on our starboard quarter. Ammunition expended: 5"/38 - 3 rounds; 40mm - 104 rounds; 20mm - 194 rounds. The supplementing of Condition 1A gun crews by hatch parties seriously delayed unloading operations.

12. 16 April 1945.

Anchored at Okinawa unloading combat cargo in ship's boats and LSM-82 alongside. At 0815, transferred one (1) LCV(P) and six (6) LCM(3)s to Boat Pool BAKER, Okinawa. At 0820, completed unloading combat cargo and at 0847, underway in company with Task Unit 51.29.16, CTU 51.29.16 in U. S. S. CECIL (APA-96) enroute to Saipan in accordance with Commander Task Force 55 despatch 151721 of April. At 0937 went to General Quarters for air attack, but plane was shot down by two of our fighters when about two miles from the formation.

POSITIONS: 1200

Lat 26° - 00' N.
Long 127° - 30' E.

2000

Lat 24° - 55' N.
Long 128° - 51' E.

13. 17-20 April 1945.

Underway in company with Task Unit 51.29.16 enroute from Okinawa to Saipan, zig-zagging during daylight hours and moonlight. At 1524, 20 April, anchored in berth M-3, Saipan Harbor.

POSITIONS: 17 April 0800

Lat 23° - 55' N.
Long 131° - 17' E.

18 April 0800

Lat 21° - 22' N.
Long 135° - 55' E.

1200

Lat 23° - 21' N.
Long 131° - 54' E.

1200

Lat 21° - 02.8' N.
Long 136° - 39' E.

2000

Lat 22° - 30.5' N.
Long 133° - 31' E.

2000

Lat 20° - 08.5' N.
Long 138° - 02.1' E.

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U. S. S. YANCEY (AKA-93)

(Continued)

WAR DIARY

APRIL, 1945

13. 17-20 April 1945. (Continued).

POSITIONS: 19 April 0800

Lat $18^{\circ} - 44'$ N.
Long $140^{\circ} - 04'$ E.

20 April 0800

Lat $15^{\circ} - 47'$ N.
Long $144^{\circ} - 25'$ E.

1200

Lat $18^{\circ} - 14.8'$ N.
Long $140^{\circ} - 45'$ E.

1200

Lat $15^{\circ} - 21'$ N.
Long $145^{\circ} - 11.5'$ E.

2000

Lat $17^{\circ} - 09.2'$ N.
Long $142^{\circ} - 12.2'$ E.

14. 21-22 April 1945.

Anchored at Saipan repairing leaking boilers and transferring boats to other ships in Squadron Sixteen. Three (3) LCV(P)s, 2 LCP(R)s, and 3 LCM(6)s were received aboard for transportation to Guam.

15. 23 April 1945.

At 1804, underway in accordance with Port Director, Saipan, despatch 230246 of April, enroute to Guam, steaming singly.

POSITION: 2000

Lat $15^{\circ} - 04'$ N.
Long $145^{\circ} - 24.2'$ E.

16. 24 April 1945.

At 0548, sighted the Island of Guam distant about 25 miles. At 0931, entered Apra Harbor and at 0952, moored to buoy in berth 703 Apra Harbor, Guam. At 1640, transferred the remaining LCV(P)s and LCM(3)s which were aboard and received a full complement of replacement boats from Amphibious Replacement Pool.

POSITION: 0800

Lat $13^{\circ} - 22.5'$ N.
Long $144^{\circ} - 33.5'$ E.

17. 25 April 1945.

Moored at Apra Harbor, Guam.

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U. S. S. YANCEY (AKA-93)

(Continued)

WAR DIARY

APRIL, 1945.

18. 26 April 1945.

At 0820, underway in accordance with Port Director, Guam routing instructions PDG-838 dated 25 April enroute to Ulithi, West Caroline Islands, steaming singly and zig-zagging.

POSITIONS: 1200

Lat $13^{\circ} - 03'$ N.

Long $144^{\circ} - 16.5'$ E.

2000

Lat $12^{\circ} - 11.3'$ N.

Long $142^{\circ} - 52'$ E.

19. 27 April 1945.

Underway steaming singly enroute Guam to Ulithi. At 1405, entered Mugai Channel and at 1440, anchored in berth 203, Ulithi Lagoon. Reported to Commander Transport Squadron Sixteen, Commodore J. B. McGOVERN, USN. At 1712 underway to shift berth for fueling and at 1819 moored starboard side to U. S. C. G. S. CELDIE, IX-137 in berth 126.

POSITIONS: 0800

Lat $10^{\circ} - 45'$ N.

Long $140^{\circ} - 47'$ E.

1200

Lat $10^{\circ} - 15.5'$ N.

Long $139^{\circ} - 58'$ E.

20. 28 April 1945.

Moored starboard side to U.S.C.G.S. CELDIE, IX-137 in berth 126, Ulithi Lagoon. At 0649, underway to shift berth and at 0743 anchored in berth 203.

21. 29-30 April 1945.

Anchored at Ulithi painting ship and making repairs to boilers.

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U. S. S. YANCEY (AKA-93)

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Reg. No.	569
R. S. No.	

WAR DIARY

MAY, 1945

1. 1 May 1945.

Anchored in berth 203 at Ulithi, Western Caroline Islands. At 1147 underway to shift berth for firing exercises. At 1249 anchored in firing berth B-1. At 1528 commenced A.A. firing practice, towed sleeve as target and completed firing at 1630.

2. 2 May 1945.

Anchored at Ulithi. At 0920, commenced firing exercises, towed sleeve as target. At 1024, completed firing and at 1050 underway to shift berth and at 1228, anchored in berth 206, Ulithi.

3. 3 May 1945.

Anchored at Ulithi.

4. 4 May 1945.

Anchored at Ulithi. At 1144 underway to shift berth for firing practice. At 1259, anchored in firing berth 377. At 1321 commenced A.A. firing practice towed sleeve as target and completed same at 1544. At 1610 underway to shift berth and at 1714, anchored in berth 206, Ulithi.

5. 5 May 1945.

Anchored at Ulithi. At 0657, underway to shift berth for firing practice and at 0758, anchored in firing berth 377. At 0836 commenced A.A. firing exercises, towed sleeve as target. At 1111, completed firing and at 1154 underway to shift berth and at 1339, anchored in berth 22, Ulithi.

6. 6-7 May 1945.

Anchored at Ulithi. Pursuant to CincPOA Pearl secret despatch 062003 of May this ship was ordered to independent duty.

7. 8 May 1945.

Anchored at Ulithi. At 1202, underway in accordance with Secret routing instructions AA-3/9 from Port Director, Ulithi dated 7 May 1945 enroute to Manus, Admiralty Islands, steaming independently. This ship detached from Transport Squadron Sixteen.

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U. S. S. YANCEY (AKA-93)

Continued.

WAR DIARY

MAY, 1945

7. 8 May 1945. Continued.

POSITION: 2000
Latitude: 08° 37'N
Longitude: 140° 38'E

8. 9-11 May 1945.

Underway enroute from Ulithi to Manus, Admiralty Islands, steaming independently and zigzagging during daylight hours. At 0726, 11 May entered Seeadler Harbor and at 0805, anchored in berth 217, Seeadler Harbor, Manus Island.

<u>POSITIONS:</u>	9 May	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude:		06° 21.5'N	05° 57'N	04° 37'N
Longitude:		142° 15'E	142° 28'E	143° 34.5'E
	10 May			
Latitude:		02° 25'N	01° 50'N	00° 22.5'N
Longitude:		144° 55'E	145° 28'E	146° 22'E

9. 12 May 1945.

Anchored at Seeadler Harbor, Manus Island. At 1315, underway in accordance with Secret movement order 1090-45 of Operations Office, Navy 3205 dated 11 May 1945, enroute to Treasury Islands, Solomons, steaming independently.

POSITION: 2000
Latitude: 03° 03.8'S
Longitude: 147° 12'E

10. 13-14 May 1945.

Underway enroute from Manus Island to Treasury Islands, Solomons, steaming independently and zigzagging during daylight hours.

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

Continued.

WAR DIARY

MAY, 1945

10. 13-14 May 1945. Continued.

<u>POSITIONS:</u>	13 May 0800	1200	2000
Latitude:	05° 33.2'S	06° 12'S	07° 35'S
Longitude:	147° 23'E	147° 49'E	149° 18.2'E

14 May

Latitude:	07° 28'S	07° 29.5'S	07° 30'S
Longitude:	151° 30.5'E	152° 12'E	153° 37.5'E

11. 15 May 1945.

Underway enroute from Manus Island to Treasury Islands. At 0752, entered Blanche Harbor, and at 0811, anchored in Blanche Harbor, Treasury Islands. At 0858 underway to shift berth and at 0920, moored starboard side to pier, Blanche Harbor, Sterling Island. At 1247 commenced loading cargo from the pier.

12. 16-17 May 1945.

Moored at Blanche Harbor, Sterling Island, Treasury Islands loading cargo.

13. 18 May 1945.

Moored at Blanche Harbor, Sterling Island, Treasury Islands loading cargo which was completed at 0700, having loaded 1469 tons in 66 hours. At 0740, three (3) officers and twenty (20) men of the 945th AAA AW BN, and two (2) officers and twenty (20) men of the 736th AAA Gun Battalion reported aboard for transportation. At 0852 underway to shift berth and at 0901 anchored in berth 8, Blanche Harbor. At 1707, underway in accordance with RANLO, Treasury Islands routing instructions dated 15 May 1945 enroute to Finschhafen, New Guinea steaming independently.

<u>POSITION:</u>	<u>2000</u>
Latitude:	07° 32.5'S
Longitude:	155° 01.5'E

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U. S. S. YANCEY (AKA-93)

Continued.

WAR DIARY

MAY, 1945

14. 19-20 May 1945.

Underway enroute from Treasury Islands to Finschhafen, New Guinea, steaming independently and zigzagging during daylight hours. At 1044, 20 May moored starboard side to Pier 5, Langemak Bay, New Guinea and at 1450 commenced discharging cargo.

<u>POSITIONS:</u>	19 May <u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude:	07° 22.5'S	07° 22'S	07° 11.2'S
Longitude:	152° 30'E	151° 46'E	150° 03.5'E

20 May

Latitude:	06° 28.5'S
Longitude:	148° 03.5'E

15. 21-22 May 1945.

Moored to pier, Langemak Bay, New Guinea discharging cargo which was completed at 2135 on 22 May.

16. 23 May 1945.

At 0744 underway to shift berth for fueling at 0810, moored port side to the Norwegian tanker, Brajara. At 1136, fueling completed, underway to shift berth and at 1210 anchored in Langemak Bay, New Guinea.

17. 24 May 1945.

Anchored at Langemak Bay, New Guinea. Pursuant to CincPOA Pearl Secret despatch 240336 of May 1945, this ship ordered to further independent duty.

18. 25 May 1945.

At 1412 underway in accordance with Royal Australian Naval Control Service Officer routing instructions dated 25 May 1945 enroute independently to Tulagi, Solomon Islands.

<u>POSITION:</u>	<u>2000</u>
Latitude:	06° 49.8'S
Longitude:	148° 53.4'E

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U. S. S. YANCEY (AKA-93)

Continued.

WAR DIARY

MAY, 1945

19. 26-28 May 1945.

Underway, steaming independently from Langemak Bay, New Guinea to Tulagi, Solomon Islands, zigzagging during daylight hours. At 1742, 28 May anchored in Hutchison Creek, Tulagi, Solomon Islands.

<u>POSITIONS:</u>	26 May <u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude:	06° 49.8'S	07° 42'S	08° 12'S
Longitude:	148° 53.4'E	151° 26'E	152° 58'E

27 May

Latitude:	08° 43'S	08° 56'S	08° 40'S
Longitude:	154° 40'E	155° 21'E	156° 31'E

28 May

Latitude:	09° 22'S	09° 18.5'S
Longitude:	158° 15'E	159° 03.5'E

20. 29-31 May 1945.

Anchored at Tulagi, Solomon Islands. At 1100, 29 May, commenced loading general cargo of Landing Craft Repair Unit No. 1, from barges and LCTs alongside.

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

WAR DIARY

JUNE, 1945

Operating independently in accordance with CincPOA despatch 240336 of May.

1. 1-7 June 1945.

Anchored at Tulagi Harbor, Solomon Islands loading cargo of Landing Craft Repair Unit No. 1.

2. 8 June 1945.

At 0930, completed loading cargo of Landing Craft Repair Unit No. 1 and at 1015, received aboard 13 officers and 99 enlisted men of this unit as passengers. At 1256, underway in accordance with C. T. U. 11.5.6 routing instructions 040312 of 4 June 1945 enroute to Hollandia, Dutch New Guinea for further routing to Samar, Philippine Islands.

POSITION: 2000
 Latitude 09° - 16.6'S.
 Longitude 158° - 41.5'E.

3. 9-12 June 1945.

Underway from Tulagi, Solomon Islands to Hollandia, Dutch New Guinea. On the afternoon of 9 June, A.A. gunnery exercises were held for all guns using balloons as targets. The results of these exercises was gratifying as few balloons escaped. Two of them were weighted to fall on the water and were both broken by the 5"/38 in simulation of floating mines. At 1210 on 12 June, anchored in Hollandia Bay, Dutch New Guinea and reported to Port Director for routing.

POSITIONS: 9 June	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	09° - 08.5'S.	08° - 45'S.	08° - 21'S.
Longitude	156° - 11' E.	155° - 19'E.	153° - 35'E.
10 June			
Latitude	07° - 32'S.	07° - 12.3'S.	06° - 36'S.
Longitude	151° - 00'E.	150° - 08.8'E.	148° - 31'E.

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U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

JUNE, 1945

3. 9-12 June 1945. (Continued)

POSITIONS: 11 June	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	05° - 04.5'S.	04° - 18.8'S.	02° - 57.1'S.
Longitude	146° - 09'E.	145° - 37.7'E.	144° - 28.2'E.

12 June

Latitude	02° - 20'S.
Longitude	141° - 37'E.

4. 13-15 June 1945.

Anchored at Hollandia, Dutch New Guinea. At 1655 on 15 June, underway enroute to Samar, Philippine Islands in accordance with routing instructions of Port Director, Hollandia dated 15 June 1945.

POSITION:	<u>2000</u>
Latitude	01° - 55.3'S.
Longitude	140° - 43.9'E.

5. 16-19 June 1945.

Underway from Hollandia, Dutch New Guinea to Samar, Philippine Islands. At 1843 on 19 June anchored in Guiuan Harbor, Samar, Philippine Islands. Reported to Commander Naval Station, Samar.

POSITIONS: 16 June	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	00° - 28'N.	01° - 05.2'N.	02° - 21.2'N.
Longitude	138° - 46'E.	138° - 11.8'E.	137° - 03.6'E.

17 June

Latitude	04° - 15.6'N.	04° - 56.5'N.	06° - 05.5'N.
Longitude	134° - 54'E.	134° - 24'E.	132° - 58'E.

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U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

JUNE, 1945

5. 16-19 June 1945. (Continued)

POSITIONS: 18 June	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	07° - 46'N.	08° - 05'N.	09° - 05'N.
Longitude	130° - 38.5'E.	129° - 49'E.	128° - 04'E.

19 June

Latitude	10° - 39'N.	11° - 03'N.
Longitude	125° - 37.4'E.	125° - 14.4'E.

6. 20-30 June 1945.

Anchored in Guiuan Harbor, Samar, Philippine Islands.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

JULY, 1945

On detached duty in accordance with CincPOA despatch 240336 of May.

1. 1 July

At anchor in Guiuan Harbor, Samar, P. I. At 1204, underway in accordance with ComNavSta, Samar despatch 290447 of June, to shift berth for unloading and at 1257 moored to Manicani Island Liberty Pier in Guiuan Harbor.

2. 2 July

At 0650 commenced unloading cargo of Landing Craft Repair Unit No. 1, in accordance with orders from ComNavSta, Samar, unloading was accomplished by C. B. Special Battalion.

3. 3 July

At 0940 underway to shift berth because of swinging due to high winds and seas and damage to pier. At 1016, anchored in Guiuan Harbor.

4. 4-5 July

At anchor in Guiuan Harbor. At 1314 on the 5th, underway to shift berth and at 1410, moored to Manicani Island Liberty Pier, Guiuan Harbor.

5. 6-12 July

Moored at Manicani Island, Guiuan Harbor unloading cargo of Landing Craft Repair Unit No. 1.

6. 13 July

At 0545, completed unloading cargo and at 0646 underway in accordance with ComNavSta, Samar despatch 120154 of July. At 0713, anchored in Guiuan Harbor.

7. 14 July

At 0709 underway in accordance with orders from Port Director, Samar and ComServDiv 101 despatch 120801 of July enroute to Lauaan Bay, Samar, P.I. At 0745, commenced swinging ship off Manicani Island to compensate magnetic compasses which was completed at 1245 at which

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

JULY, 1945

7. 14 July (Continued)

time, proceeded to Lauaan Bay. At 1611, anchored in Lauaan Bay, Samar, P. I., at Balusao water hole.

8. 15 July

Anchored in Lauaan Bay receiving fresh water.

9. 16 July

At 1050, underway in accordance with orders of ComServDiv 101 dated 16 July 1945, proceeding to San Pedro Bay. At 1145 reported to Com ServDiv 101. At 1225 moored port side to U. S. S. ABARENDA (IX-131) in San Pedro Bay to receive fuel. At 1530, completed fueling. At 1546 underway and at 1613, anchored in Berth 74, San Pedro Bay, Leyte Gulf, P. I.

10. 17-21 July

At anchor in San Pedro Bay cleaning boilers and accomplishing routine maintenance.

11. 22 July

At 1417 underway in accordance with ComServDiv 101 despatch 220049 of July. At 1805, entered Guiuan Harbor, Samar and at 1857, anchored in Guiuan Harbor, Samar, P.I.

12. 23-25 July

At anchor in Guiuan Harbor, Samar, loading GSK, clothing and small stores, and ships service stores for ships of Transport Division 47.

13. 26 July

At 0736, underway in accordance with ComServDiv 101 despatch 220049 of July to rendezvous with Transport Division 47 in Leyte Gulf. At 1000, reported to Transport Division 47, Task Unit 76.8.7 for duty. ComTrans Div 47 and C.T.U. 76.8.7 Captain C. L. HUTTON, USN, in U. S. S. RUTLAND (APA-192). Other ships of TransDiv 47 were U.S.S.HIGHLANDS (APA-119), U.S.S.HANSFORD (APA-106), and U.S.S.ST.MARY'S (APA-126). Enroute to Iloilo, Panay, P.I. to conduct amphibious training exercises.

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U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

JULY, 1945

13. 26 July (Continued)

POSITIONS:	<u>1200</u>	<u>2000</u>
Latitude	10° - 30.1'N.	09° - 17.8'N.
Longitude	125° - 19.9E.	124° - 17.5'E.

14. 27 July

At 1448, entered Iloilo Strait, and at 1550, anchored in berth 10, Iloilo Harbor, Panay, P.I. At 1755 commenced unloading GSK, clothing and small stores, and ships service stores for Transport Division 47, and completed unloading at 2200.

POSITIONS:	<u>0800</u>	<u>1200</u>
Latitude	09° - 35.8'N.	10° - 23.8'N.
Longitude	122° - 14.8'E.	122° - 13.2'E.

15. 28 July

Anchored at Iloilo, Panay, P.I.

16. 29 July

At 0900 underway in company with Transport Division 47, Task Unit 76.8.7, O.T.C and C.T.U. in U. S. S. RUTLAND (APA-192) to conduct amphibious training exercises in accordance with ComTransDiv Secret speedletter 84-31, L201, Serial 0031, dated 28 July 1945. At 1155, anchored off Miagao Point, Panay, P. I., and took aboard 104 men and 4 officers of the 739th AAA gun battalion and Service Co. of 108th Infantry for training purposes.

17. 30 July

Anchored off Miagao Point, Panay, P.I. At 0759 commenced loading cargo for amphibious training and completed loading at 1710.

18. 31 July

At 1258, underway in company with TransDiv 47, Task Unit 76.8.7, OTC and CTU 76.8.7 in U. S. S. RUTLAND (APA-192) to conduct amphibious exercises of Negros Island in accordance with CTD 47 Secret Training order No. 8-45, Serial 0032 of 29 July 1945. At 1709, anchored off mouth of Diut River, Negros, P. I.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

AUGUST, 1945

REG. NO 789
U. S. S. YANCEY
REG. SHEET NO 79

1. 1 August.

Anchored in company with Transport Division 47, Task Unit 76.8.7, off mouth of Diut River, northwest coast of Negros Island, Philippine Islands. C.T.D. 47 and C.T.U. 76.8.7, Capt. Charles S. HUTTON, USN, in U.S.S. RUTLAND (APA-192). Units and cargo of 739th AAA Gun Battalion and 108th Infantry, U.S. Army are embarked for amphibious training. At 0638, underway in accordance with Secret Training Order C.T.D. 47, No. 8-45, Serial 0032, to conduct amphibious training exercises off Negros Island. Commenced exercises at 0735 and secured at 1137. Returned to anchorage off Diut River and anchored at 1353.

POSITION:	<u>0800</u>	<u>1200</u>
Latitude	10° - 02.5'N.	09° - 59.9'N.
Longitude	122° - 38.7'E.	122° - 39.2'E.

2. 2 August.

At 0638, underway to conduct amphibious exercises off Negros Island. At 0729, commenced amphibious exercises and secured at 1350. Returned to anchorage off Diut River, anchoring at 1524.

POSITION:	<u>0800</u>	<u>1200</u>
Latitude	10° - 02.2'N.	10° - 02.2'N.
Longitude	122° - 39.2'E.	122° - 38.7'E.

3. 3 August.

At 0259, underway for training beaches off Miagao Point, Panay, Philippine Islands. At 0718, stopped in transport area and at 0720, commenced amphibious training exercises. At 0917, commenced unloading cargo and debarking troops of 739th AAA and 108th Infantry, U.S. Army. At 1305, completed unloading and at 1328, secured from amphibious exercises. At 1553, anchored off Miagao Point.

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U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

AUGUST, 1945

POSITION:	<u>0800</u>	<u>1200</u>
Latitude	10° - 36.8'N.	10° - 36.5'N.
Longitude	122° - 17.9'E.	122° - 16.3'E.

4. 4 August.

At 0754, underway for Iloilo, Panay, Philippine Islands, and at 1024, anchored in Iloilo Harbor.

5. 5 August.

Anchored at Iloilo.

6. At 0905, embarked officers and men of the 160th Regimental Combat Team, U.S. Army. At 1557, underway in company with Transport Division 47, Task Unit 76.8.7, O.T.C. and C.T.U. 76.8.7 in U.S.S. RUTLAND (APA 192), for training beaches off Miagao Point, Panay, Philippine Islands. At 1902, anchored off Miagao Point.

7. 7 August.

At 0720, commenced loading cargo and embarking troops of 160th Regimental Combat Team, U.S. Army and completed loading at 1020.

8. 8 August.

At 1302, underway in company with Transport Division 47 for training beaches off northwest Negros Island. At 1716, anchored off Diut River, Negros Island.

9. At 0638, underway in accordance with C.T.D. 47 Secret Training Order 9-45, Serial 0035, dated 6 August 1945. At 0722, stopped in transport area and at 0730, commenced amphibious exercises. At 1103, anchored off mouth of Ilog River, Negros Island and at 1215, secured from amphibious exercises.

POSITION:	<u>0800</u>
Latitude	10° - 02.4'N.
Longitude	122° - 40.1'E.

WAR DIARY

AUGUST, 1945

10. 10 August.

At 0642, underway for training beaches off Negros Island. At 0722, stopped in transport area and at 0730, commenced amphibious exercises. At 0937, secured from amphibious exercises and at 1150, anchored off mouth of Ilog River, Negros Island.

POSITION:	<u>0800</u>
Latitude	10° - 02'N.
Longitude	122° - 38.9'E.

11. 11 August.

At 0256, underway in company with Transport Division 47 for training beaches off Miagao Point, Panay. At 0712, stopped in transport area and at 0719, commenced amphibious exercises. At 0820, commenced discharging cargo and men of 160th Regimental Combat Team and completed at 1215. At 1400, underway for Iloilo, and anchored in Iloilo Harbor at 1614.

POSITIONS:	<u>0800</u>	<u>1200</u>
Latitude	10° - 27.4'N.	10° - 37'N.
Longitude	122° - 17.2'E.	122° - 13.5'E.

12. 12 - 13 August.

Anchored at Iloilo.

13. 14 August.

At 1611, underway in company with Transport Division 47, Task Unit 76.8.7, O.T.C. and C.T.U. 76.8.7 in U.S.S. RUTLAND (APA 192), for training beaches off Miagao Point, Panay. At 1826, anchored off Miagao Point.

14. 15 August.

At 0710, commenced loading cargo of 185th Regimental Combat Team, 40th Infantry Division, U.S. Army, and completed loading at 0940.

WAR DIARY

AUGUST, 1945

15 August (continued).

At 1200, designation of this Task Unit changed from 76.8.7 to 13.20.7, C.T.U. 13.20.7 Capt. Charles S. HUTTON, USN, in U.S.S. RUTLAND (APA 192). At 1400, embarked officers and men of 185th Regimental Combat Team for amphibious training purposes.

15. 16 August.

At 0758, underway to conduct amphibious exercises off Miagao Point. At 1011, stopped in transport area and at 1019, commenced exercises. At 1137, commenced unloading cargo and units of 185th Regimental Combat Team. At 1239, anchored off Miagao Point, Panay, and at 1549, completed unloading. At 1741, underway independently for Iloilo, and at 1923, anchored in Iloilo Harbor with other units of Transport Division 47.

POSITION: 1200

Latitude 10° - 37.3'N.

Longitude 122° - 18.3'E.

16. 17 - 20 August.

Anchored at Iloilo, accomplishing logistics.

17. 21 August.

At 0809, underway in company with Transport Division 47, Task Unit 13.20.7, enroute to Batangas Bay, Luzon, Philippine Islands, in accordance with ComTransDiv 47 dispatch no. 201055 of August. O.T.C. and C.T.D. 47, Captain Charles S. HUTTON, USN, in U.S.S. RUTLAND (APA 192).

POSITIONS:	<u>1200</u>	<u>2000</u>
Latitude	10° - 21.2'N.	11° - 56.2'N.
Longitude	122° - 00.2'E.	121° - 47.7'E.

WAR DIARY

AUGUST, 1945

18. 22 August.

At 0710, entered Batangas Bay and at 0948, moored port side to Pier one, Batangas Bay, Luzon, Philippine Islands. Reported, with Division 47, for duty to ComTransRon 16. This ship now a part of Task Group 33.1, C.T.R. 16 and C.T.G. 33.1, Commodore J.B. McGOVERN, USN, in U.S.S. CECIL (APA 96). At 1147, 13 officers and 202 enlisted men of the 1st Cavalry Division, U.S. Army, reported aboard for transportation to Yokohama, Japan, and at 1225, commenced loading cargo of the 1st Cavalry Division from the pier.

POSITION: 0800
Latitude 13° - 43'N.
Longitude 121° - 00'E.

19. 23 August.

At 1615, completed loading cargo of 1st Cavalry Division, U.S. Army. At 1648, underway in accordance with verbal orders of C.T.R. 16 to fuel. At 1842, moored alongside U.S.S. WINOOSKI (AO 38) in Batangas Bay and commenced fueling ship. Completed fueling at 2120. At 2200, underway and at 2215, anchored in Batangas Bay.

20. 24 August.

Anchored in Batangas Bay.

21. 25 August.

At 0720, underway in company with Task Group 33.1, enroute to Yokohama, Japan. O.T.C. and C.T.G. 33.1, Commodore J.B. McGOVERN, USN, in U.S.S. CECIL (APA 96). At 0958, Rear Admiral J.L. HALL, JR., USN, in U.S.S. HANSFORD (APA 106), joined the force and assumed tactical command. Designation changed to Task Force 33. At 1655, seven more transports joined the formation off Manila Bay, including U.S.S. MOUNT OLYMPUS (AGC 8) with Vice Admiral WILKINSON embarked as C.T.F. 32 and is also SOPA. Rear Admiral HALL in U.S.S. HANSFORD (APA 106) retained tactical command. At 2100, fleet reversed course to return to Subic Bay.

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U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

AUGUST, 1945

25 August (continued).

POSITIONS:	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	13° - 45'N.	13° - 42'N.	14° - 49'N.
Longitude	120° - 59.8'E.	120° - 39.1'E.	119° - 48'E.

22. 26 August.

At 1146, entered Subic Bay and at 1344, anchored in Berth 50, Subic Bay, Luzon, Philippine Islands.

POSITION:	<u>0800</u>
Latitude	14° - 32.1'N.
Longitude	120° - 12.6'E.

23. 27 August.

While at anchor in Subic Bay, a leak in economizer tube of no. 2 boiler developed, necessitating repairs. At 0925, in accordance with C.T.F. 33 dispatch 26233 of August, got underway independently to proceed along track line of Task Force 33 to Yokohama while effecting repairs. At 1022, joined by PC 466 which was detailed as escort. Repairs were completed on boiler at 1742.

POSITIONS:	<u>1200</u>	<u>2000</u>
Latitude	14° - 42.5'N.	16° - 01'N.
Longitude	119° - 57'E.	119° - 41'E.

24. 28 - 31 August.

At 0815 on the 28th, rejoined Task Force 33, O.T.C. and C.T.F. 33 Rear Admiral HALL in U.S.S. HANSFORD (APA 106). SOPA Vice Admiral T.S. WILKINSON in U.S.S. MOUNT OLYMPUS (AGC 8). Enroute to Yokohama, Japan.

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U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

AUGUST, 1945

28 - 31 August (continued).

POSITIONS: 28 August	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	18° - 06'N.	18° - 59'N.	20° - 00'N.
Longitude	120° - 08'E.	120° - 32'E.	121° - 52.5'E.
29 August			
Latitude	21° - 38.4'N	22° - 12.3'N.	23° - 21'N.
Longitude	124° - 15'E.	125° - 02.3'E.	126° - 29.3'E.
30 August			
Latitude	25° - 15.2'N.	25° - 49.5'N.	26° - 56.5'N.
Longitude	128° - 44'E.	129° - 26.8'E.	130° - 50'E.
31 August			
Latitude	28° - 53'N.	29° - 30'N.	30° - 41'N.
Longitude	133° - 07.5'E.	133° - 58'E.	135° - 34.2'E.

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U. S. S. YANCEY (AKA-93)

WAR DIARY

SEPTEMBER, 1945

1. 1 September.

Underway in company with Task Force 33, Rear Admiral J.L. HALL Jr., USN, enroute from Subic Bay, Luzon, Philippine Islands, to Yokohama, Japan, with cargo and troops of the 1st Cavalry Division, U.S. Army, embarked for the occupation of Japan.

POSITIONS:	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	32° - 15.2'N.	32° - 50.5'N.	33° - 56.7'N.
Longitude	137° - 58'E.	138° - 32'E.	139° - 53.6'E.

2. 2 September.

At 0758, entered Tokyo Bay and at 1045, anchored off Yokohama breakwater. Underway at 1342 to shift berth and at 1444, moored at Customs House Pier Able, Yokohama and commenced unloading cargo at 1517.

POSITION:	<u>0800</u>
Latitude	35° - 05.9'N.
Longitude	139° - 44.1' E.

3. 3 September.

At 1035, completed unloading cargo and disembarking occupation troops, having unloaded 1,169 tons in nineteen hours. At 1421, underway to shift berth and at 1512, anchored off Yokohama breakwater.

4. 4 September.

At 1521, underway in company with Transport Squadron 16 (Task Group 33.1) Commodore J.B. McGOVERN, USN, enroute to Guam. Left Tokyo Bay at 1710.

POSITION:	<u>2000</u>
Latitude	34° - 51.5'N.
Longitude	139° - 34.1'E.

WAR DIARY

SEPTEMBER, 1945

5. 5 - 11 September.

Underway in company with Transport Squadron 16, Task Group 33.1, enroute to Guam. At 0405, on the 7th, destination was changed to Zamboanga, Mindanao, Philippine Islands, via Leyte Gulf, in accordance with ComThirdPhib secret dispatch 051338 of September, and Task Group diverted accordingly. At 1041, on the 11th, entered San Pedro Bay, Leyte Gulf, Philippine Islands, and after fueling from USCGS ABARENDA (IX 131), in berth 91, anchored in berth 221 in company with TransRon 16.

POSITIONS:	5 September	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude		32° - 54.4'N.	32° - 09.5'N.	30° - 39.5'N.
Longitude		140° - 58'E.	141° - 19.2'E.	142° - 10'E.
	6 September			
Latitude		28° - 31'N.	27° - 45.5'N.	26° - 03'N.
Longitude		143° - 27'E.	143° - 53.5'E.	144° - 03.7'E.
	7 September			
Latitude		23° - 51'N.	23° - 22.9'N.	22° - 17'N.
Longitude		143° - 28'E.	142° - 44'E.	141° - 10'E.
	8 September			
Latitude		20° - 44'N.	20° - 14'N.	19° - 07'N.
Longitude		138° - 49'E.	138° - 06.2'E.	136° - 43'E.
	9 September			
Latitude		17° - 28'N.	16° - 57'N.	15° - 51.5'N.
Longitude		134° - 35'E.	133° - 49'E.	132° - 27'E.

WAR DIARY

SEPTEMBER, 1945

POSITIONS: 10 September	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	14° - 02'N.	13° - 32'N.	12° - 20'N.
Longitude	130° - 18.8'E.	129° - 36'E.	128° - E.

11 September

Latitude	10° - 27.6'N.	11° - 09.4'N.
Longitude	125° - 44'E.	125° - 04.3'E.

6. 12 - 14 September.

Anchored at San Pedro Bay, cleaning boilers.

7. 15 September.

At 0658, underway in company with Transport Division 47, Captain C. L. HUTTON, USN, in accordance with ComTransRon 16 secret speedletter no. 84-3/M, serial 00126, dated 13 September, enroute to Zamboanga, Mindanao.

POSITIONS:	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	11° - 05.9'N.	10° - 19'N.	09° - 16.3'N.
Longitude	125° - 09.1'E.	125° - 20.3'E.	124° - 21'E.

8. 16 September.

At 1541, anchored in Zamboanga Harbor and rejoined TransRon 16, which is now part of PhibGroup 11 of 5th Fleet. ComPhibGroup 11, Rear Admiral B. J. RODGERS in U.S.S. CALVERT (APA 32). At 1757, underway to shift berth and at 1812, moored at Government Pier, Zamboanga. At 2025, commenced loading cargo of 41st Infantry Division, U.S. Army, from the pier.

POSITIONS:	<u>0800</u>	<u>1200</u>
Latitude	08° - 02.8'N.	07° - 14'N.
Longitude	122° - 06.5'E.	121° - 49.6'E.

WAR DIARY

SEPTEMBER, 1945

9. 17-18 September.

Moored at Zamboanga, Mindanao, Philippine Islands, loading cargo of 41st Infantry Division, U.S. Army. At 1240, on the 18th, completed loading and at 1615, underway to shift berth, and anchored in berth B-8, Zamboanga at 1700.

10. 19 September.

At 1435, underway in company with TransRon 16, Task Unit 54.12.1, Commodore J.B. McGOVERN, USN, enroute to Bugo, Mindanao.

POSITION: 2000

Latitude $07^{\circ} - 46.2'N$.

Longitude $122^{\circ} - 01.8'E$.

11. 20 September.

At 1130, hove to in Macajalar Bay off Bugo, Mindanao. After exchanging boats with Co. A, 533rd E.B. & S.R., U.S. Army, underway in company with TransRon 16, Task Unit 54.12.1, Commodore J.B. McGOVERN, USN, enroute to Abuyog, Leyte Gulf.

POSITIONS: 0800 1200 2000

Latitude $08^{\circ} - 50.4'N$. $08^{\circ} - 32.4'N$. $09^{\circ} - 17.2'N$.

Longitude $124^{\circ} - 01.5'E$. $124^{\circ} - 41'E$. $124^{\circ} - 34.2'E$.

12. 21 September.

At 0907, anchored in Berth 1052, Abuyog Anchorage, Leyte Gulf.

POSITION: 0800

Latitude $10^{\circ} - 43.8'N$.

Longitude $125^{\circ} - 08.3'E$.

WAR DIARY

SEPTEMBER, 1945

13. 22 - 25 September.

At 0607, on the 22nd, underway in company with Task Group 54.28, Rear Admiral J. B. RODGERS, USN, enroute to Kure, Japan, for occupation operations. While enroute, a delay was ordered because of difficulty in minesweeping operations at the objective, and this group proceeded to Okinawa. At 1755, on the 25th, entered Buckner Bay, Okinawa and at 1840, anchored in Berth L-54.

POSITIONS: 22 September	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	10° - 40.1'N.	10° - 35.4'N.	11° - 43'N.
Longitude	125° - 19.2'E.	126° - 06.8'E.	127° - 06'E.
23 September			
Latitude	14° - 07'N.	15° - 01'N.	16° - 49'N.
Longitude	127° - 51.6'E.	128° - 10.5'E.	128° - 22.2'E.
24 September			
Latitude	19° - 36'N.	20° - 30.5'N.	22° - 12.7'N.
Longitude	128° - 08.5'E.	128° - 09.5'E.	128° - 11'E.
25 September			
Latitude	24° - 48'N.	25° - 34'N.	
Longitude	128° - 08'E.	128° - 12'E.	

14. 26 - 27 September.

Anchored at Buckner Bay.

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WAR DIARY

SEPTEMBER, 1945

15. 28 - 30 September.

At 1411, on the 28th, underway in company with Task Group 54.8, Rear Admiral J.B. RODGERS, USN, on typhoon retirement from Okinawa.

POSITIONS: 28 September	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude			25° - 57.1'N.
Longitude			127° - 36'E.
29 September			
Latitude	25° - 50'N.	25° - 48'N.	25° - 59'N.
Longitude	126° - 28.5'E.	126° - 57.5'E.	127° - 08'E.
30 September			
Latitude	26° - 55.7'N.	27° - 09.5'N.	27° - 20'N.
Longitude	126° - 22.7'E.	127° - 09'E.	128° - 57'E.

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U. S. S. YANCEY (AKA-93)

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WAR DIARY

OCTOBER, 1945

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1. 1 October.

Steaming in company with Task Group 54.28, CTG Rear Admiral J. B. RODGERS, USN, on typhoon retirement from Okinawa, enroute to Kure, Japan with cargo and troops of the 41st Infantry Division, U.S. Army, embarked for occupation operations. This ship was a unit of TransRon 16. At 1349, anchored in Berth L54, Buckner Bay, Okinawa, Nansei Shoto.

POSITIONS:	<u>0800</u>	<u>1200</u>
Latitude	26° 50'N.	26° 16.9'N.
Longitude	128° 37'E.	128° 01.6'E.

2. 2 October.

Anchored in Buckner Bay, Okinawa

3. 3 - 4 October.

At 0801 on the 3rd, underway enroute to Kure, Japan for occupation operations.

POSITIONS:	3 October	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude			26° 20.3'N.	27° 22'N.
Longitude			128° 32.5'E.	129° 58.8'E.
	4 October			
Latitude		29° 10.2'N.	29° 57'N.	31° 04'N.
Longitude		131° 34'E.	131° 42'E.	132° 19'E.

4. 5 October.

At 0805, entered Bungo Suido, steaming in swept channel through mine fields on various courses and at various speeds. At 1710, anchored in channel in Iyo Nada (Inland Sea), Japan.

WAR DIARY

OCTOBER, 1945

5 October (continued).

POSITIONS:	<u>0800</u>	<u>1200</u>
Latitude	32° 38.6'N.	33° 10'N.
Longitude	132° 30'E.	132° 04'E.

5. 6 October.

At 0641, underway standing up to Hiro Wan, Inland Sea, Japan, At 1000 anchored in Berth 61, Aki Nada anchorage, Inland Sea, Japan. At 1224, underway to shift berth. At 1508, anchored in Berth 12, Hiro Wan at the mouth of Neko Seto, Inland Sea, Japan. At 1900, commenced unloading personnel and cargo of 41st Infantry Division, U.S. Army, by ship's boats assisted by one LSM and LCT.

POSITION: 0800
Latitude 33° 54.4'N.
Longitude 132° 36.3'E.

6. 7 - 8 October.

At anchor, Berth 12, Hiro Wan, Inland Sea, Japan, unloading personnel and cargo. On the afternoon of the 8th, Japanese tug and barge reported to assist in unloading. At 1949 on the 8th, completed unloading cargo and at 2100 on the 8th, completed unloading troops of the 41st Infantry Division, U.S. Army.

7. 9 - 14 October.

At anchor. On the 9th, detached from Squadron 16 and Task Group 54.28; reported to CinCPAC/CinCPOA for further assignment in accordance with CTR 16 dispatch 090135. During the night of the 10th - 11th, a typhoon passed to the eastward of our anchorage on a North Northeast course; strong winds, 45 knots, were experienced with gusts estimated at 65 knots. This ship rode out the blow, which continued for several hours, with 120 fathoms of chain at the water's edge, steam at the throttle and a second anchor ready to let go, with no dragging or difficulty. On the 12th, reported

WAR DIARY

OCTOBER, 1945

9 - 14 October (continued).

by dispatch to ComSeventhFlt for duty in connection lift of Chinese troops in accordance with CinCPAC/CinCPOA 112052. On the 13th, reported by dispatch to ComSeventhPhib for temporary duty in accordance with ComSeventhFlt 121617. On the 14th, reported by dispatch to ComTransRon 24 for temporary duty in accordance with ComSeventhPhib 130730

8. 15 - 20 October.

At 0605 on the 15th, underway in accordance with ComSeventhPhib dispatch 130730, enroute to Subic Bay, Philippine Islands, steaming in company with U.S.S. TOLLAND (AKA 64), U.S.S. WHITESIDE (AKA 90), U.S.S. TODD (AKA 71). OTC Captain E.J. KINGSLAND in U.S.S. TOLLAND (AKA 64). At 1540 on the 15th, standing out of Bungo Suido. At 1630 on the 15th, U.S.S. TODD (AKA 71) left formation proceeding independently. 1510 to 1543 on the 17th, exercised at firing practice, expending ammunition as follows: 6 rounds 5"/38; 32 rounds 40 mm; 291 rounds 20 mm. At 1915 on the 19th, U.S.S. TODD (AKA 71) rejoined formation. At 0733 on the 20th, anchored in Berth 123, Subic Bay, Philippine Islands.

POSITIONS: 15 October	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	33° 56'N.	33° 24.5'N.	31° 54.9'N.
Longitude	132° 34.8'E.	131° 59.3'E.	132° 03.8'E.
16 October			
Latitude	29° 29'N.	28° 46.5'N.	27° 28'N.
Longitude	131° 06.5'E.	130° 53.5'E.	129° 46.9'E.
17 October			
Latitude	25° 40'N.	24° 46'N.	23° 30'N.
Longitude	128° 04'E.	127° 48'E.	126° 10'E.

WAR DIARY

OCTOBER, 1945

15 - 20 October (continued).

POSITIONS: 18 October	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	21° 45'N.	21° 14'N.	20° 10'N.
Longitude	124° 04'E.	123° 12'E.	121° 51'E.
19 October			
Latitude	18° 33'N.	17° 42'N.	16° 20'N.
Longitude	119° 46'E.	119° 37'E.	119° 25'E.

9. 21 October.

At 0628, underway in company with U.S.S. TOLLAND (AKA 64), U.S.S. WHITESIDE (AKA 90) and U.S.S. TODD (AKA 71) enroute to Manila. At 1245, anchored in Berth 68, Manila Bay, Philippine Islands.

POSITIONS:	<u>0800</u>	<u>1200</u>
Latitude	14° 34'N.	14° 28'N.
Longitude	120° 17'E.	120° 46'E.

10. 22 - 29 October.

Anchored in Berth 68, Manila Bay, Philippine Islands. At 1355 on the 22nd, underway to go alongside oiler, and after fueling from U.S.S. SILVER CLOUD (IX 143) in Berth 594, anchored again in Berth 68 at 1817 on the 22nd.

11. 30 - 31 October.

At 0404 on the 30th, underway in accordance with Commander Transport Squadron 24 dispatch 290610 in company with TransRon 24, enroute to Haiphong, French Indo China.

CONFIDENTIAL

U. S. S. YANCEY (AKA-93)

Continued

WAR DIARY

OCTOBER, 1945

30 - 31 October (continued).

POSITIONS: 30 October	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	14° 22'N.	14° 24'N.	14° 33'N.
Longitude	120° 22'E.	119° 24'E.	117° 25'E.
31 October			
Latitude	14° 41'N.	14° 40'N.	14° 57'N.
Longitude	114° 39'E.	113° 41'E.	111° 53'E.

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U. S. S. YANCEY (AKA-93)

CONFIDENTIAL

WAR DIARY

NOVEMBER, 1945

EXHIBIT 3 & FILES
 03 ROOM 2055
 28 DEC 1945
 File No. (Du) 212-1/AKA 93
 No. No. 1st 2
 No. No. 900

1. 1 - 2 November.

Enroute from Manila, Philippine Islands, to Haiphong, attached to Transport Squadron 24, which is a part of Task Group 78.6. CTG 78.6 and CTR 24 is Commodore E.T. SHORT, USN, in U.S.S. DADE (APA 99), who is also OTC. At 0738 on the 2nd, anchored in Berth A-18, Tonkin Gulf, French Indo China. At 1152 on the 2nd, underway to shift berth and at 1227 anchored in 6 fathoms of water off Doson Peninsula, French Indo China.

POSITIONS: 1 November	0800	1200	2000
Latitude	16° 27'N	17° 02'N	18° 32.3'N
Longitude	109° 34'E	108° 50'E	107° 53'E

2. 3 - 11 November.

At anchor. On the 4th, ANTAL, Lewis Lolly, GMlc, USN, and GAUGLER, Lowell Frank, S2c, USNR, were presented with the Purple Heart by the Commanding Officer, which had been awarded to them for injuries sustained in April 1945, when this ship participated in the Okinawa invasion. In accordance with CTR 24 dispatch 031358 on the 4th, this ship was detached from Transport Squadron 24 and reported to Task Unit 78.6.7 for duty. CTU 78.6.7 Captain E.P. SPEIGHT, USN, in U.S.S. ST. CROIX (APA 231). On the 7th the U.S.S. CONWAY (DD 507) came alongside and fueled from this ship. Completed all arrangements for loading Chinese troops.

3. 12 November.

At anchor. Received orders to load 1,000 officers and men with equipment of the 471st Regiment, 62nd Chinese Army at daylight on the 13th for transportation to Takao, Formosa. Beach party went ashore to set up beach and medical inspection station. At 1600, advance party consisting of 4 Chinese officers, 2 men and a civilian interpreter reported aboard.

4. 13 November.

At anchor. At 0700, first boat of troops came alongside. Completed loading at 1348, having received aboard 99 officers, 929 men and about 25 tons of equipment. A number of men were rejected at the medical inspection station on the beach and all were deloused. Discipline was excellent and the embarkation was most satisfactory.

WAR DIARY

NOVEMBER, 1945

5. 14 November.

At 0901, underway in company with Task Unit 78.6.7, enroute to Takao, Formosa, in accordance with CTU 78.6.7 Movement Order 1-45. At 0955, U.S.S. ST. CROIX (APA 231) experienced engineering casualty requiring her to drop out of formation. On orders from CTU 78.6.7, returned to anchorage in vicinity of ST. CROIX, anchoring at 1156. At 1900, underway in accordance with CTU 78.6.7 dispatch 140854, enroute to Takao, Formosa.

POSITION: 2000

Latitude 20° 22'N

Longitude 107° 00'E

6. 15 - 17 November.

Enroute to Takao, Formosa. A rough sea, which was encountered on the first night and continued all the way to Formosa, caused most of the Chinese on board to suffer from sea sickness. No contagious disease developed and there were only 6 sick bay patients among the embarked troops. Rigid sanitary regulations were enforced and the Chinese troops were segregated from the ship's company as far as possible. The troops maintained living spaces assigned in excellent condition.

POSITIONS: 15 November	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude	18° 22'N	17° 48'N	17° 46'N
Longitude	107° 55'E	108° 15'E	110° 02'E
16 November			
Latitude	18° 28'N	19° 02'N	20° 10'N
Longitude	111° 47'E	112° 16'E	113° 23'E
17 November			
Latitude	21° 20'N	21° 20'N	21° 50'N
Longitude	114° 54.6'E	115° 44'E	117° 22'E

WAR DIARY

NOVEMBER, 1945

7. 18 November.

Steaming enroute to Takao. At 0917, standing in to anchorage through narrow swept channel. Anchored at 1059 off Naval port 5 miles north of Takao. At 1211, commenced unloading personnel and equipment of 62nd Chinese Army by ship's boats. At 1550, completed debarkation, which was most satisfactory. The cooperation of the Chinese officers and men was excellent at all times.

8. 19 - 20 November.

At anchor. On the 19th, Task Unit 78.6.7 dissolved. At 0703, on the 19th, underway in company with U.S.S. ST. CROIX (APA 231), U.S.S. ORMSBY (APA 49), U.S.S. NAPA (APA 157), and U.S.S. DIACHENKO (APD 123) in accordance with dispatch 180848 from ST. CROIX, enroute to Manila, Philippine Islands. OTC Captain E.P. SPEIGHT, USN, in ST. CROIX. 1500 to 1536 on the 20th, exercised at firing practice, expending ammunition as follows: 12 rounds 5"/38, 254 round 40 mm, 1210 rounds 20 mm.

POSITIONS:	19 November	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude		22° 48'N	22° 29'N	21° 44'N
Longitude		120° 03'E	119° 13'E	117° 28'E
	20 November			
Latitude		19° 13'N	18° 21'N	16° 39'N
Longitude		118° 26'E	118° 40'E	119° 24'E

9. 21 November.

Underway. At 1156, anchored Berth 60, Manila Bay, Philippine Islands. At 1338, underway to go alongside oiler, and after fueling from U.S.S. WINOOSKI (AO 38) anchored again in Berth 60 at 1844.

POSITION:	<u>0800</u>
Latitude	14° 23'N
Longitude	120° 24'E

WAR DIARY

10. 22 - 26 November.

At anchor. On the 23rd, reported by dispatch 222320 to CinCPac in accordance with CTF 78 dispatch 220929. In accordance with CinCPac dispatch 232311, reported to Port Director, Manila, for loading personnel and for routing to Pearl Harbor, ultimate destination East coast via Panama Canal. On the 26th, 18 officers and 302 men of the U.S. Army and 1 Naval officer and 7 enlisted men came aboard for transportation.

11. 27 - 28 November.

At anchor. At 1206 on the 27th, underway in accordance with Port Director, Manila, Philippine Islands, Route Instructions serial no. 372835, steaming independently enroute to Pearl Harbor via San Bernardino Strait. 2003, standing through Verde Island Pass off southwest Luzon. 0900 on the 28th, standing through Ticao Pass. 1135 on the 28th, entered San Bernardino Strait. At 1600, took departure from 10 miles north of Samar on great circle course to Pearl Harbor.

POSITIONS:	27 November	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude				13° 34'N
Longitude				121° 00'E
	28 November			
Latitude		12° 37'N	12° 34'N	13° 05'N
Longitude		123° 27'E	124° 11'E	125° 48'E

12. 29 - 30 November.

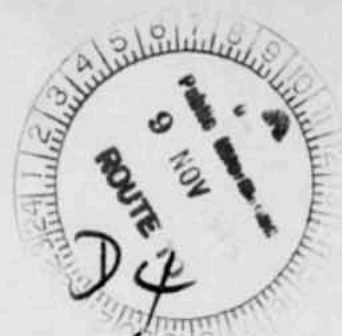
Steaming enroute to Pearl Harbor.

POSITIONS:	29 November	<u>0800</u>	<u>1200</u>	<u>2000</u>
Latitude		13° 52.7'N	14° 05'N	14° 30'N
Longitude		128° 11'E	129° 02'E	130° 32'E
	30 November			
Latitude		15° 22'N	15° 35'N	16° 02'N
Longitude		132° 46'E	133° 35'E	135° 21'E

WAR HISTORY of U.S.S. YANCEY (AKA-93)

from

11 October 1944 to 11 October 1945



The war mission of the YANCEY, as an Assault Cargo Ship, was the participation in the seizure of Japanese bases by amphibious assault landing. The accomplishment of this mission involved the transportation of troops and cargo to the objective and the landing of these embarked troops and cargo in ship's landing boats and landing craft on enemy held beaches. The job of an AKA was not spectacular or glamorous, but an essential one which required a high degree of skill and training, and long hours of plain hard work. The combat cargo and equipment carried on assault landings consisted of all types of military vehicles from jeeps to tanks, field artillery and AA defense guns, ammunition, gasoline, rations, water, general organizational gear and engineer's equipment.

During the period between amphibious operations, this ship was employed in training troops for future landings, and in moving personnel and equipment from rear area bases to more advanced bases. After the Japanese surrender, occupational troops were landed in Japan.

The YANCEY, C2-S-B1 type hull, was built by Moore Dry Dock Company at Oakland, California. She was named after Yancey County, North Carolina. Steel was laid on May 22nd, 1944 and the ship was launched on July 8th. On 11th of October 1944, Captain C. G. McCord, representing the Commandant, 12th Naval District, accepted the ship for the Navy, placed her in commission, and delivered her to the Commanding Officer, Commander Edward R. Rice, USNR.

The ship's officers and crew, who reported aboard the morning of commissioning day, had been assembled at PreCommissioning Training Center, San Francisco. With the exception of the Commanding Officer, Engineering Officer, Supply Officer and five regular Navy temporary Warrant Officers, none of the officers had had any Naval Service or sea experience prior to the war. For many of them duty in the YANCEY was their first assignment. The Commanding Officer, Doctor and two Ensigns were the only officers with previous amphibious duty. There was a small group of experienced petty officers, but for the most part, the men were fresh from boot camp or training centers. Lt. Max B. Campbell, the Executive Officer, who had been with Service Force in fleet oilers for two years, deserves great credit for organizing a smooth functioning ship's company in a short period of time.

Within two hours after commissioning the ship was underway for Naval Supply Depot, Oakland. Then began a busy six weeks, with all hands turning to day and night. Ten days were allowed in San Francisco Bay area for taking on board supplies, equipment, ammunition and fuel; and for accomplishing deperming, degaussing check, radar calibration and compass adjustment. The Boat Group which had received training at Amphibious Training Center, Coronado, reported aboard, and boats were received. Numerous items left unfinished by the builders yard were completed during this period. Then followed an intensive shakedown training period of twelve days at San Pedro, which ended with an inspection and battle problem. Upon completion of shakedown, availability was

158873

granted at Naval Repair Base, San Diego, instead of the usual amphibious training period. Repairs and minor alterations to improve military efficiency were accomplished and on November 18th the YANCEY was ordered to duty with the Pacific Fleet.

The first assignment was a cargo haul from San Francisco to Pearl Harbor. One item of cargo was a 14 inch gun barrel carried on deck, which gave the YANCEY the distinction of being the only amphibious ship to have a 14 inch gun. Loading was completed on November 24th, the ship enjoyed its last stateside liberty, and on the 25th headed out the Golden Gate to Hawaii.

The trip was uneventful except for rough weather, which gave an opportunity to observe the ship's characteristics in a heavy sea, and gave the new officers and men a chance to find their sea legs. Several enemy submarine contacts had been reported and the routing was to the north of the regular route, which helped impress all hands that they were now "playing for keeps". General drills and instruction periods were held daily. During the trip the YANCEY and her crew gradually became a ship, instead of a collection of people riding a C2-S-B1 type hull.

Upon arrival in Pearl Harbor December 2nd, the Commanding Officer reported to ComPhibsPac and the YANCEY was assigned to Transport Division 47 of Squadron 16 for duty. As soon as unloading was completed, preparations and training for the Iwo Jima operation were commenced. These consisted first of divisional exercises, followed by squadron exercises and full scale rehearsals at Maui. This new ship had many lessons to learn, but was ready when the order came to start combat loading.

On 27th of January, with units and cargo of the Fifth Marine Division and replacement ammunition for fire support ships aboard, sortie for Iwo Jima was made in company with Task Group 51.12. Enroute stops were made at Aniwetok for logistics and Saipan for transfer of personnel to LST's. A final rehearsal was held off Tinian.

Departure was made from Saipan on 16th of February, this ship being part of the Initial Assault Group. The first test of Damage Control organization occurred the night of the 18th, when a fire started in the Navigation Stowage Compartment next to the incinerator. It was quickly extinguished with only minor damage. Early the morning of the 19th, D-Day, final approach formation was taken. Prior to daylight the flashes from the bombardment by fire support ships could be seen. At 0624 the YANCEY arrived in the Transport Area and the word was passed "Away all boats". This was the start of an eleven day period of strain and hard work.

On D-Day boats were furnished other ships for landing personnel waves on Red Beach and for "hot cargo". Two LCVP's were lost, one destroyed by mortar fire while unloading on the beach and the other broached by a heavy sea. Fortunately none of the personnel were injured, those from the boat destroyed by mortar fire were assisting the beach party in carrying supplies from the boat. This ship's boats were in almost constant use for the first four days carrying troops and cargo, and evacuating casualties. During these four days, 8" ammunition was transferred to the U.S.S. PENSACOLA, 5"/38 from ship's magazines was

transferred to various fire support destroyers, and landing craft were provisioned. On the 20th and 21st ammunition was transferred to the PENSACOLA alongside, but the weather was unfavorable for the type operation, and after sustaining hull damage on the 21st the transfer was completed by boat the following day. The first troop cargo was unloaded on the 24th, when 1000 rockets were sent ashore. Retirement was made each night from the 19th to the 26th. Boats which were available were hoisted in prior to retirement, giving these lucky crews a chance for sleep and hot food. Numerous air attacks were observed, but none were directly on the retirement group. During this period the area was crowded with Navy ships of all types, including countless landing craft which always seemed to be crossing the ship's bow. Maintaining station and avoiding collision called for constant radical maneuvers, and was a problem with a single screw ship. The YANCEY was fortunate, and was not involved in any collisions, although an LST rammed her on March 1st while at anchor.

Owing to the tactical situation ashore, this ship did not receive orders to commence general unloading until the morning of the 27th when she anchored off Red Beach. Unfavorable weather and beach conditions made unloading slow. Night air raids interrupted operations on several occasions. Landing boats could not be used during a great part of the time, requiring that cargo be handled by LST's, LSM's and LCT's, of which there were not sufficient to work all ships. During this unloading period the YANCEY received its first baptism of fire in the form of long range mortar. No personnel casualties or material damage were sustained. Troop casualties were received aboard, thirty being retained aboard for evacuation and others transferred to hospital ships. Unloading was completed on 2 March, and the ship proceeded to Saipan in company with three other transports and an escort of destroyers.

The YANCEY successfully accomplished all missions assigned at Iwo Jima, and all hands performed their duties like veterans. There were no accidents or personnel casualties and very little loss of equipment or material damage. Two boats were lost on D-Day, which was below the average per ship in the Initial Assault Group.

The trip to Saipan was uneventful and seemed very peaceful after Iwo Jima. A short stop was made at Saipan to discharge the Marine casualties and fuel, after which the ship proceeded to Espiritu Santos by way of Tulagi with three AKA's and two DE's. On 14 March the equator was crossed for the first time. Neptunus Rex came aboard and all pollywogs were duly initiated. For a time it looked as though the Shellbacks might have more than they could handle, as these trustees were few in number among both officers and men. At Tulagi replacement boats were taken aboard.

On 19 March the YANCEY joined the rest of the Squadron and started loading units of the 27th Division, U.S. Army for the Okinawa Invasion. A busy few days followed - loading, logistics, and much needed boiler repairs were all accomplished at the same time. Loading was completed on the 23rd and officers and men went ashore for recreation for the first time since leaving Pearl Harbor.

Sortie for Okinawa via Ulithi was made on the 25th of March with T G 51.3, which was designated as the Floating Reserve. Enroute to Ulithi this ship received an assignment to tow a disabled LSM, which added another accomplishment to the list. On the morning of 9 April Transport Division 47, of which this ship was a unit, was detached from the main group and proceeded to Kerema Rotta.

Then began a period of daily air raids and suicide plane attacks.

The following morning the YANCEY was ordered to Hagushi beaches Okinawa. Weather conditions were unfavorable for unloading and orders were received to anchor in the outer anchorage, which appeared to be battleship row. This looked like a good spot with plenty of protection. However after being at General Quarters and making smoke most of the night, all hands decided that there wasn't any good spot at Okinawa. On the 12th orders were received to anchor off the beach and commence unloading that night. Then started a routine of working watches, securing to man all AA batteries, and at night making smoke. At night smoke boats and picket boats were furnished ships in the outer anchorage which cut down the boats available for unloading. A total of 15 hours and 13 minutes unloading time was lost owing to air raids. Fire control discipline was excellent. The ship opened fire on enemy suicide planes on two occasions, and the number four 40MM registered hits on an Oscar the evening of 15 April. This plane was shot down and crashed about 3000 yards from the ship. It is believed the YANCEY should be credited with a "sure assist". The job was finally finished early the morning of the 16th, and departure was made that morning for Saipan with the ships of the Squadron which had completed unloading. Two smoke boats with crews were transferred to the boat pool.

The YANCEY again successfully accomplished all missions at Okinawa. She was the first AKA of the group to finish unloading, and in fact finished ahead of several APA's which carried much less cargo. Two men received minor shrapnel wounds and one boat crew member a broken arm. No boats were lost and there were no accidents aboard ship. Lt. Max B. Campbell, USNR, the Executive Officer deserves great credit for the excellent performance of this ship at Okinawa.

At Saipan all boats were transferred to other ships of the Squadron and this ship proceeded independently to Ulithi, stopping at Guam to draw replacement boats. While at Guam the officers and men had a chance for recreation parties ashore. On 27 April the YANCEY again joined the Squadron at Ulithi and was scheduled for 14 days availability for repairs, routine upkeep and logistics. Much needed boiler repairs were accomplished but very little else, as intensive AA training was conducted by the Squadron during this period. However the ship increased her beer supply by winning numerous of the five case beer prizes for shooting down sleeves.

On 8 May orders were received for detached duty in connection with the movement of personnel and equipment from rear area bases. This detached duty lasted about two months; and although there was plenty of hard work for hatch parties and boat crews, it was somewhat of a relaxation with opportunities for beer parties and swimming at various island bases. Manus in the Admiralty Islands was the first stop, where routing was received to the Treasury Islands. There an Army AA battalion was loaded for Finschaven in New Guinea. At Finschaven we saw our first U.S.O. show at an army camp. From there back to Tulagi where a landing craft repair unit was loaded. Then to Hollandia in Dutch New Guinea and finally Guian on Samar Island, where the assignment was completed.

On 16 July the YANCEY reported back to Transport Division 47 of Squadron 16 at San Pedro Bay, Leyte Gulf. Logistics were accomplished and boilers cleaned. The 47th Division then proceeded to Iloilo, Panay Island to conduct amphibious training exercises with the 43rd Division, U.S. Army. Landings were made on Negros Island. On 15 August when the surrender terms were accepted troops

and equipment were being loaded for exercises. The next day training was cancelled and the Army disembarked. Transport Division 47 provisioned at Iloilo and sailed for Batangas, Luzon Island, to join the Squadron and load the 1st Cavalry Division, U.S. Army, for the occupation of the Tokyo area.

Loading was completed on the 23rd and fuel was taken aboard the next day. On the morning of the 25th the YANCEY sailed for Japan as a member of Task Force 33. The force turned back owing to a typhoon and remained at anchor in Subic Bay for one day. The balance of the trip to Japan was made without incident and Task Force 33 entered Tokyo Bay the morning of 2 September. All hands received a thrill at the sight of the Third Fleet anchored in the bay and the planes overhead. Shortly after the surrender ceremonies were concluded the YANCEY was heading into Yokohama harbor to go alongside the Custom House dock for unloading. She was the third ship of the Squadron to enter Yokohama and the first AKA to start unloading. Entering the inner harbor was an experience and we could hardly believe that we were actually docking the ship in Japan. With the aid of a dock which was something new for handling combat cargo, unloading was completed in nineteen hours and the ship proceeded to anchorage off Yokohama. Our stay in Tokyo Bay was short and unfortunately no one was permitted ashore.

The Squadron proceeded to sea on the 4th and was ordered to Zamboanga, Philippine Islands via Leyte Gulf to load the 41st Infantry Division, U. S. Army. Fueling was accomplished in Leyte Gulf, but there were no fresh provisions available. Loading at Zamboanga commenced the night of 16 September and was completed on the 18th. This ship with other AKA's of the Squadron proceeded to Bugo, Mindanao to pick up Army LCM's. Task Group 54.28, of which this ship was a unit, assembled in Leyte Gulf on 21 September and the following day sailed for the Inland Sea, Japan, where landings were scheduled in the Kure-Hiroshima area.

Owing to minesweeping difficulties in the Inland Sea the landing date was postponed and the Task Group diverted to Buckner Bay, Okinawa. This was the YANCEY's second visit to Okinawa, and it was far more pleasant than the first, with movies on deck instead of General Quarters. On the 28th typhoon retirement was ordered and all preparations were made for heavy weather. Fortunately our good luck regarding typhoons held and this one did not recur, so that on 1 October the ship again anchored in Buckner Bay. Sortie was made on the 3rd for the Inland Sea and early the morning of the 5th the ship entered Bungo Suido. Then began the long difficult passage through the mine fields and up the Inland sea. Owing to the necessity of proceeding at slow speed the Task Group anchored in the swept channel that night and proceeded the next morning to anchorage in Hiro Wan where the landing was made. It was a rather difficult beach landing, using ship's boats, supplemented by one trip from an LSM and a Japanese barge and three trips from an LCT. Unloading was completed on the 8th in forty-eight hours. Upon completion of unloading, recreation parties went on one of the small islands in the bay, so the men could at least say they had been on Japanese soil. Naturally all hands hoped for a trip to the States then this job was over, but no such good luck; on 9 October the YANCEY was detached from Squadron 16 and reported to CincPac for assignment.

The one bright spot was that we were finally able to transfer our fifty-nine men eligible for separation to one of the ships returning to the States. Three officers were not as fortunate, as no orders had been received

The edge of a typhoon finally caught up with us on the night of the 10th and passed close enough so that the effect was felt. The ship rode out the blow with 130 fathoms of chain on deck, a second anchor ready to let go; and steam at the throttle. The Squadron departed for the States on the 11th, leaving the YANCEY on the first anniversary of her commissioning anchored in Hiro Wan, Japan awaiting orders.

During the YANCEY's year of service from 11 October 1944 to 11 October 1945, we, the officers and crew, feel that she has done a good job, one of which the Navy can be proud. She has participated in two major assault landings, and two occupational landings in Japan. She has moved many thousand tons of cargo and assisted in training troops for projected assault landings. She has steamed 82,171.3 engine miles (38,363.3 nautical miles) without machinery casualties other than leaky economizer boiler tubes, with only limited periods of availability for routine upkeep and boiler repairs. The ship's company has earned the American Area, Asiatic-Pacific Area and Philippine Liberation ribbons, with operational stars for Iwo Jima and Okinawa. There have been no accidents on board and none of the personnel sustained serious injury.

ADVANCE COPY

AL2/rs

U. S. S. YANCEY (AKA-98)

Reg. No.	364	19
R. S. No.	4	0343

Serial 022

CONFIDENTIAL

5 March 1945.

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

Via: (1) Commander, Transport Division Forty-Seven, U. S. Pacific Fleet, Commander Task Unit 53.1.2.
 (2) Commander, Transport Squadron Sixteen, U. S. Pacific Fleet, Commander Task Group 53.1.
 (3) Commander Amphibious Group Two, U. S. Pacific Fleet, Commander Task Force 53.
 (4) Commander Amphibious Forces, U. S. Pacific Fleet, Commander Task Force 51.
 (5) Commander in Chief, U. S. Pacific Fleet.

Subj: Action Report, Amphibious Landing Operations Iwo Jima 19 February to 2 March 1945 - Submission of.

Ref: (a) U. S. Navy Regulations Article 712, 874(6).
 (b) PacFlt Conf. ltr, A2-11/AL2, Ser. 1CL-45 dated 1 January 1945.
 (c) ComAmphibFor PacFlt, ComTaskFor 51 Operation Plan A25-44.

Encl: (A) Action Report, Amphibious Landing Operations Iwo Jima 19 February to 2 March 1945.

1. In compliance with reference (a) enclosure (A) is herewith submitted. Enclosure (A) has been prepared in accordance with instructions contained in reference (b). Items called for in reference (b) which do not apply to this ship have been omitted.

(not photostated)

2. Ship's Operation Plan No. 2-45 dated 31 January 1945 is appended to Enclosure (A) as Appendix I. At the time this operation plan was issued it was classified as Top Secret owing to the fact that the material contained therein was derived from operation orders and plans which were classified Top Secret. Upon departure from the forward area the Commanding Officer was authorized and directed to disseminate the information contained in this operation plan to both officers and enlisted personnel. Therefor the Commanding Officer believes that it is proper to re-classify this operation plan as Confidential and append same to enclosure (A) which has been classified as Confidential.

E. R. RICE.

114531

ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA

19 FEBRUARY - 2 MARCH 1945

PART I - SUMMARY

1. In accordance with Commander Amphibious Forces, U. S. Pacific Fleet, Commander Task Force 51, Operation Plan A25-44 this ship took part in the assault landing at Iwo Jima on 19 February 1945. The period covered by this report is from 19 February "D" Day to 2 March 1945 the date upon which this ship completed unloading and was ordered to retire to Saipan. This ship was assigned a three-fold mission as follows:
 - (a) Supplying landing boats to Transport Divisions 46 and 47 to assist in the assault landing of troops and "hot cargo" on "D" Day on Green and Red beaches.
 - (b) Transfer of 8" navy ammunition to fire support cruisers.
 - (c) Unloading of its own cargo and embarked troops. Complete details are given in Appendix I.

2. All of the above missions were successfully accomplished. Owing to the tactical situation this ship was not ordered to unload any cargo until 24 February, and general unloading did not commence until 27 February. During the period of delay this ship became a general utility ship furnishing landing boats and personnel to assist in unloading other ships with a higher priority, supplying landing craft with freshwater and provisions, and transferring 5" A.A. ammunition to Destroyers and receiving empty powder containers. On 28 February troop casualties were received on board and the receiving of casualties continued until leaving the area.

PART II - PRELIMINARIES

1. This ship is regularly attached to Transport Division Forty-Seven, but for this operation was assigned to Temporary Transport Division Twenty-Seven for cruising to the objective and operating in the Transport Area. Both Transport Divisions Forty-Seven and Twenty-Seven were units of Transport Group ABLE, Task Group 53.1 which was a part of the Attack Force, Task Force 53. Task Force 53 in turn was a part of the Joint-Expeditionary Force, Task Force 51. Transport Group ABLE, Task Group 53.1 was composed of Transport Divisions Forty-Six, Forty-Seven, Forty-Eight, a total of 15 APA's, 6 AKA's and 1 LSD. Two (2) APA'S and two (2) AKA'S of Transport Group ABLE were assigned to Temporary Transport Division Twenty-Seven. Appendix I gives composition.

ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued)

PART II - PRELIMINARIES - Continued.

2. This ship proceeded to the objective from Pearl Harbor via Eniwetok and Saipan in company with Task Group 51.12 under command of Rear Admiral HILL, USN in U. S. S. AUBURN (AGC-10). Fueling and provisioning was accomplished at Eniwetok, this ship furnishing boats and working parties for provisioning pool. At Saipan final rehearsal was conducted, and landing craft attached to this force were provisioned, this ship again furnishing boats and working parties.

Enroute to the objective training exercises were conducted as scheduled by Commander Task Group 51.12, covering tactical maneuvering, radar tracking, communications, and A.A. firing. Both towed sleeves and drones were used in A.A. firing. This ship showed great improvement in firing, shooting down one sleeve, and one drone at an estimated range of 950 yards. In addition to the exercises scheduled by O.T.C. intensive training was conducted in Damage Control with special reference to suicide plane attacks, plane recognition, engineering casualties, debarkation and cargo handling, and first aid. Two Battle problems were conducted. The Boat Officers and crews were briefed daily in all ship to shore phases of the operation. Owing to the fact that boats were furnished to two Transport Divisions, it was necessary for the Boat Group to be thoroughly familiar with the operation plans of other divisions and ships. It is felt that this was accomplished and that all boats performed their tasks efficiently.

3. Ship's Operation Plan No. 2-45 was prepared to cover this ship's operations. The regular operation plan form was followed as closely as possible in order to acquaint officers with operation plans and orders. The Commanding Officer endeavored to include all items applicable to the ship's operations, and copies of the order were furnished to Department Heads on departure from Eniwetok and to all officers after departure from the forward area. Division Officers explained the operation to their men and briefed them thoroughly in such parts as effected their duties. Considerable time was spent on this phase, but the Commanding Officer feels that the results obtained justified the effort. The Operation Plan is appended hereto as Appendix I.

PART III - CHRONOLOGICAL ACCOUNT OF ACTION.

1. This ship arrived in the Transport Area off Southeast coast of Iwo Jima at 0624, 19 February 1945 and remained in the area of the objective until 1817, 2 March 1945 when unloading was completed. Night retirement was made on seven (7) nights, unemployed boats were hoisted in prior to retirement. Ship's A.A. batteries

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued)

PART III - CHRONOLOGICAL ACCOUNT OF ACTION (Continued)

were manned continuously by Condition LA gun crews, supplemented by men from hatch parties during actual air raids. Armed security watch was stationed topside when in the transport and unloading area. Smoke boats were on station and ships smoke generators were manned. During the general cargo unloading phase most of the tonnage was moved by landing craft (LST, LSM, LCT) owing to condition of beaches, however ship's LCM(3)'s were used whenever control boats permitted them to land.

2. A chronological account of this ship's operations by days is submitted below. Times shown are Zone Minus 10(K) time. Weather conditions are given whenever they effected operations.

19 February 1945 - Weather on arrival in Transport Area. Direction of wind 020°, force 2, condition of sea 1.

Made final approach to objective arriving at station at Transport Area at 0624.

- 0629 - Away all boats.
- 0700 - All boats water borne, and dispatched in accordance with operation plan. No further orders or assignment received.
- 0900 - "H" Hour, maneuvering to maintain station in Transport Area.
- 1225 - 1300 Received on board 92 Army truck drivers from U. S. S. CARTERET (APA-70).
- 1620 - First boat returned to ship. All returning boats were hoisted in.
- 1835 - Joined Task Unit 53.1.2 for night retirement.

20 February 1945 - Weather at time of receiving U. S. S. PENSACOLA (CA-24) alongside. Direction of wind 205°, force 2, condition of sea 1.

- 0700 - Arrival in Transport Area from night retirement. No orders or assignments were received. Maneuvering to maintain station.
- 1614 - Received U.S.S. PENSACOLA (CA-24) alongside on starboard side to transfer 8" ammunition.
- 1630 - Commenced transferring ammunition.
- 1825 - Secured having transferred 168 projectiles and 400 powder charges.

ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued)

20 February 1945 (Continued)

- 1828 - U. S. S. PENSACOLA (CA-24) cast off.
- 1837 - Joined Task Unit 53.1.2 for night retirement.

21 February 1945 - Weather at time of receiving U. S. S. PENSACOLA (CA-24) alongside - Direction of wind 020°, force 3, condition of sea 3.

- 0704 - Arrived in Transport Area.
- 0950 - Took station in ammunition transfer area.
- 1035 - Received U. S. S. PENSACOLA (CA-24) alongside on starboard side.
- 1042 - Commenced transferring 8" ammunition.
- 1113 - U. S. S. PENSACOLA (CA-24) cast off at request of this Commanding Officer owing to hull damage sustained.
- 1130 - Commenced transferring ammunition by ship's boat.
- 1726 - Secured having transferred 216 projectiles 705 rounds of powder.
- 1731 - Joined Task Unit 53.1.2 for night retirement.

22 February 1945

- 0617 - Arrived in Transport Area. No orders or assignment received. Maneuvering to maintain station in Transport Area.
- 1330 - Sent all LCM(3)'s to U. S. S. CECIL (APA-96).
- 1820 - Joined Task Unit 53.1.2 for night retirement.

23 February 1945 - Weather on arrival in Transport Area. Direction of wind 350°, force 4, condition of sea 3.

- 0715 - Arrived in Transport Area. Orders received to transfer remaining 8" ammunition to U. S. S. PENSACOLA (CA-24).
- 0840 - Commenced transfer of ammunition by ship's boat.

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued)

23 February 1945 - (Continued)

1225 - Completed transfer of ammunition, total 600 projectiles, 1200 rounds of powder. During the course of this transfer all of the PENSACOLA's empty powder containers were taken on board.

1240 - All LCM(3)'s sent to U. S. S. TALLADEGA (APA-208).

1914 - Joined Task Unit 53.1,2 for night retirement.

24 February 1945 - Weather on arrival in Transport Area. Direction of wind 350°, force 2, condition of sea 1.

0645 - Arrived in Transport Area. Orders received to land 7.2" rockets on Red Beach and to transfer 5" A.A. common to destroyers in Task Unit 52.7.1.

0825 - Commenced unloading rockets in six (6) of this ship's LCM(3)'s and transferring of 5" A.A. common ammunition in LCV(P)'s.

0931 - Completed transfer of 5" ammunition.

1631 - Completed unloading 1000, 7.2" rockets. Conditions on beach unfavorable for unloading LCM(3)'s.

Sent LCM(3) in water to U. S. S. LENAWEE (APA-195)

1750 - Joined Task Unit 53.1,2 for night retirement.

25 February 1945.-

0650 - Arrived in Transport Area. Sent all LCM(3)'s on board to U. S. S. LENAWEE (APA-195). No orders or assignment received all day. Manuevering to maintain station in Transport Area.

1500 - Transferred one (1) officer and 30 men of the 23rd CB Detachment to the Merchant Ship COLUMBIA VICTORY for unloading.

Sent two (2) smoke boats and all operating LCM(3)'s to the U. S. S. CECIL (APA-96).

1745 - Joined Task Unit 53.1,2 for night retirement.

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued).

26 February 1945 - Weather on arrival in Transport Area. Direction of wind 170°, force 2, condition of sea 1.

- 0702 - Arrived in Transport Area. Sent all LCM(3)'s on board to U. S. S. CECIL (APA-96).
- 0815 - LCI-80 alongside for provisions.
- 0925 - Completed transfer of provisions and fresh water.
- 0938 - LCI-80 cast off.
- 0943 - 1650 Receiving empty powder cans from fire support Destroyers.
- 1330 - Transferred 15 men of the 23rd CB Detachment to the Merchant Ship COLUMBIA VICTORY for unloading.
Sent two (2) smoke boats and all operating LCM(3)'s to the U. S. S. CECIL (APA-96).
- 1740 - Standing by to join night retirement group.
- 1945 - Ordered to join Task Unit 53.1.4 for night retirement.

27 February 1945 - Weather - Direction of wind 060° to 080°, force 2-3, condition of sea 1-2.

- 0732 - Arrived in Transport Area. Ordered to anchor and commence unloading Corps Evacuation Hospital personnel and equipment.
- 0825 - Anchored to seaward of Berth 18 ABLE, and commenced unloading in six (6) ship's LCM(3)'s.
- 1340 - Shifted berth to Berth 19 ABLE on orders of Commander Task Group 53.1, continued unloading Corps Evacuation Hospital equipment in ship's LCM(3)'s.
- 1500 - Received orders to commence general unloading. Commenced in available ship's LCM(3)'s.
- 1506 - LST-84 came alongside on starboard side for unloading. After securing alongside received orders to take no cargo and was cast off at 1730, having caused several hours delay in unloading by blocking starboard side of the ship.

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
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27 February 1945 (Continued)

- 1640 - Received LSM-46 alongside to port number 4 and 5 holds.
- 1900 - LSM-46 cast off with capacity load of vehicles. LCM(3)'s which had been unloaded during the afternoon were not permitted to land on any beach owing to surf conditions. Ship was required to unload these leaving cargo on deck for further transfer to landing craft, which caused considerable delay and extra work.

Sent all operational LCM(3)'s to U. S. S. CECIL (APA-96).

28 February 1945 - Weather - Direction of wind 060° to 075°, force 2-3, condition of sea 2, Anchored as before.

- 0500 - Received word that LCM(3)'s could be unloaded on the beach sent in two (2) which were returned loaded.
- 0507 - LCT-1393 alongside to starboard number 4 hold commenced unloading gasoline.
Received on board Army working party to replace CB's consisting of one (1) officer and 50 men.
- 1118 - LST-928 alongside to port holds numbers 2 and 3. It was necessary to completely re-stow cargo which had been previously ~~been~~ unloaded on LST-928 by another ship, in order to load this landing craft to capacity.
- 1222 - LCT-1393 shoved off with 400 drums of gasoline.
- 1830 - Commenced receiving troop casualties from beach and other ships, receiving of casualties continued throughout next 24 hours.
- 2100 - LST-928 shoved off with capacity load of vehicles and general cargo. Unloading of number 3 hold was completed.
- 2302 - LCT-1031 alongside to starboard number 4 hold, commenced unloading gasoline.

1 March 1945 - Weather - Direction of wind 050° to 060°, force 1-2, condition of sea 1.

- 0015 - LSM-47 alongside to port number 5 hatch. Commenced unloading vehicles. On completion of unloading all vehicles number 5 hold, LSM-47 shifted to number 2 hold for unloading of general cargo.
- 0945 - LCT-1393 alongside to starboard number 1 hold commenced unloading vehicles.
- 1000 - Seven (7) serious casualties transferred to U. S. S. SOLACE.

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued).

1 March 1945 - (Continued)

- 1100 - LCT-1031 shoved off, having completed unloading gasoline number 4 hold.
- 1258 - LCT-1393 shoved off with capacity load of vehicles.
- 1456 - LSM-47 shoved off having completed number 2 hold. At this point it was estimated that the ship was 72% unloaded, landing craft were requested in order to complete unloading this date but none were received. Unloading was interrupted between 0240 and 0445 during air raid.

2 March 1945 - Weather - Direction of wind 070° to 090°, force 2, condition of sea 2. Anchored as before.

- 0435 - LST-731 alongside to port number 4 and 5 holds to load general cargo and small arms ammunition.
- 0445 - LCT-1318 alongside to starboard number 1 hold this landing craft had received considerable hull damage and could not load to capacity. Shoved off with maximum safe load of general cargo.
- 1000 - No. 5 hold completed.
- 1055 - No. 4 hold completed.

At this point it was estimated that the ship was 99% unloaded LST-731 was warped forward to unload remaining cargo in number 1 hold. However it could not be held alongside and request was made for an LCT in order to complete unloading. At this time LCM(3)'s could not be handled on any beach.

- 1300 - "White casualties" transferred to U. S. S. CAPE JOHNSON.
- 1655 - LSM-47 alongside to port number 1 hold.
- 1817 LSM-47 shoved off. Unloading completed, underway on retirement from area with Task Unit 51.29.4.

PART IV - ORDNANCE

1. This ship was not called upon to fire. A.A. batteries were manned in accordance with Condition 1 ABLE throughout period of this report. Gun crews were thoroughly instructed in fire control

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
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PART IV - ORDNANCE (Continued)

procedure and in plane recognition. It is believed that this ship would have given a good account of itself had it been ordered to open fire.

PART V - DAMAGE

1. This ship did not receive any battle damage, but did sustain hull damage while the U. S. S. PENSACOLA (CA-24) was alongside on the starboard side for ammunition transfer, and while unloading cargo on to LST-928 alongside to port. Report of damage was submitted by despatch 050402 and by secret letter of 5 March 1945, serial 002 to the Commander in Chief, United States Fleet and action addresses as required by Pacific Fleet Confidential Letter No. 33CL-43. Damage consisted of the following:
 - (a) 12 feet above base line frames 103, 104, 105, 106, 107 starboard were sprung inboard approximately 1-1/2 inches, it is also believed that frame 109 was sprung but it has been impossible to inspect this frame as it was within the starboard fuel oil settling tanks.
 - (b) At frame 108 starboard the forward transverse bulkhead of the fuel oil settling tank was buckled 2 inches over the distance of 40 inches.
 - (c) 18 feet above the base line between frames 100, 101, 103, and 105 starboard were bent inboard approximately 1-1/2 inches. Frame 100 was twisted.
 - (d) 49 rivets in the above area were found loose and leaking.
 - (e) Support to superstructure at frame 91 bent inboard approximately 6 inches.
 - (f) 12 feet above the base line port side frame 103 was sprung inboard 1 to 2 inches and shell plating between frames 98 and 104 was bent inboard loosening rivets.
2. In addition the damage described above a certain amount of damage was sustained to shell plating and superstructure by LST's and LCT's loading alongside. However it was not of a nature to cause structural weakness and for the most part can be repaired by ships force; therefor it is not included in this report.

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19 FEBRUARY - 2 MARCH 1945. (Continued)

PART V - DAMAGE (Continued)

3. Two (2) of this ship's LCV(P)'s were lost on the beach while landing personnel and "hot cargo" on "D" Day owing to beach conditions.
4. The 8 LCM(3)'s carried by this ship were in almost constant use throughout period of this report and required many repairs to keep them operating, which were accomplished by ship's force in all except two instances when repairs were effected by LSP-1. LCV(P)'s were not used extensively after "D" Day and did not land on the beach, however all of these boats sustained damage which were repaired by ship's force to the extent possible during the operation. There are still major boat repairs to be effected and two (2) LCV(P)'s and two (2) LCM(3)'s will have to be replaced by new boats.

PART VI - SPECIAL COMMENTS AND INFORMATION

1. Eleven (11) officers and 122 men were embarked at Pearl Harbor during the period 21 January to 24 January 1945 as follows:

23rd CB (Special) Detachment

3 Officers
79 Enlisted Men

386th Service Group, 7th Fighter Command AAF

6 Officers
20 Enlisted Men

Corps Evacuation Hospital No. 1

1 Officer
20 Enlisted Men

Transport Quartermaster Section Detachment, V Amphibious Corps

1 Officer
2 Enlisted Men

JICPOA Detachment

1 Enlisted Man at Pearl Harbor

3 Enlisted Men embarked at Saipan 11 February 1945, JICPOA Detachment. 92 enlisted men of the 386th Service Group were transferred to this ship on 19 February 1945 from the U. S. S. CARTERET (APA-70) in the Transport Area off Iwo Jima making a total of 11 officers and 217 enlisted men embarked on this ship at the time landing operations were commenced.

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19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VI - SPECIAL COMMENTS AND INFORMATION - Continued.

2. The above embarked officers and enlisted personnel were disembarked or transferred as follows:

(a) 23rd CB (Special) Detachment

One officer and 45 enlisted men transferred to merchant ship S. S. COLUMBIA VICTORY 25 and 26 February 1945.

One officer and 34 enlisted men transferred to merchant ship S. S. COLUMBIA VICTORY 2 March 1945.

Commanding Officer transferred to U. S. S. AUBURN (AGC-10) 2 March 1945.

(b) 386th Service Group, 7th Fighter Command AAF, Corps Evacuation Hospital No. 1 and JICPOA

Disembarked and landed on Iwo Jima with equipment belonging to their respective organizations.

(c) Transport Quartermaster Section Detachment, V Amphibious Corps

One (1) officer and two (2) enlisted men transferred ashore at Saipan, 5 March 1945.

3. A total of 1626.3 tons of cargo was loaded aboard this ship as follows:

- (a) Cargo belonging to embarked troops loaded at Hickam Dock, Pearl Harbor, T. H., 21 January to 23 January 1945. 1456.3 tons loading time 38 hours and 15 minutes.

Type of Cargo Embarked

Organizational Equipment	208305	lbs
Mess & Camp Equipment	78102	
Aviation Material (Class IV E Equip)	800000	
Vehicles	1033592	
Ammunition	181786	
Rockets (1000 - 7.2")	80000	
Rations	66586	
Water (Cans)	53180	
Petroleum Products	92369	
Aviation Gasoline	318800	
	<u>2,912,720</u>	lbs
		or 1456.3 tons.

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ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VI - SPECIAL COMMENTS AND INFORMATION - Continued.

- (b) Owing to the type of cargo carried and the fact that it belonged to several different units it was impossible to combat load the ship in a way that the equipment and cargo of any one unit could be unloaded with out handling a certain amount of cargo and equipment belonging to other units. Access to cargo ammunition holds had to be left clear in order to transfer 8" ammunition prior to the unloading of troop cargo and equipment.
 - (c) 600 rounds of 8" navy ammunition, 170 tons was loaded at West Loch Ammunition Depot, Pearl Harbor, 4 January 1945, loading time 13 hours and 35 minutes.
4. The above 1626.3 tons of cargo were transferred or unloaded at Iwo Jima as follows:
- (a) 8" navy ammunition was transferred to the U. S. S. PENSACOLA (CA-24) on 20, 21, and 23 February 1945 as indicated in Part III this report, total time required 10 hours and 42 minutes. This indicated and hourly rate of about 16 tons which the Commanding Officer feels is very satisfactory considering the weather conditions and shortage of skip boxes for transfer by boat.
 - (b) 1000 - 7.2" rockets approximate weight 40 tons were unloaded on Red Beach Iwo Jima by ship's LCM(3)'s on 24 February 1945. Unloading conditions on the beach were unfavorable for LCM(3)'s and no beach party or shore party personnel were available to assist in unloading all of which was accomplished by boat crews. As soon as word of this was received at the ship, working parties were placed in all boats making the beach. Total time required to land rockets 7 hours and 45 minutes.
 - (c) The remaining 1416.3 tons of cargo was unloaded during the period from 27 February to 2 March 1945 as indicated in Part III this report. Of this tonnage 1150.5 tons were handled by LST's, LCM's and LCT's alongside. The remaining 265.8 tons were unloaded by ship's LCM(3)'s. During a large percentage of the unloading period from 27 February to 2 March 1945 hatches could not be worked owing to the fact LCM(3)'s were not permitted to land and landing craft were not available for unloading purposes, total time for unloading 38 hours and 15 minutes.

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19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VI - SPECIAL COMMENTS AND INFORMATION - Continued.

5. Eight (8) LCM(3)'s, 15 LCV(P)'s and one (1) LCP(L) are carried aboard this ship. These landing boats were hoisted out and employed on "D" Day as indicated in Appendix I. Loss and damage to boats has been covered in Part V this report. With the exception of "D" Day LCV(P)'s were not used for beach landings but were employed for transferring of personnel, transfer of ammunition to Destroyers and receiving empty powder containers. The LCP(L) was equipped as salvage boat and was on continuous duty off Red or Green Beaches throughout the period of this report. In addition one (1) LCV(P) was equipped as salvage boat and sent in to Red Beach on three (3) occasions. During the eleven (11) days which this ship spent in the area LCM(3)'s were in almost constant operation, these landing boats performed remarkable service considering the weather and beach conditions.
6. No assault troops were landed from this ship, boats being furnished to other ships for the landing of assault troops and equipment, therefor no comments are offered regarding control of landing craft and landing of assault troops.
7. (a) The Medical Department was prepared to receive troop casualties on "D" Day and remained in Condition 1A at all times except when this ship was on night retirement. Rated capacity is 15 stretcher cases and 50 ambulatory cases. Reports were made as required indicating that this ship had received no casualties and in one instance the Transport Division Commander was advised that this ship was prepared to receive its quota of troop casualties. During the period from 19 February to 28 February no casualties were received aboard. 60 litters and 60 blankets were sent to the beach as requested.
- (b) Commencing at 1800, 28 February 1945, 35 casualties were received from the beach as follows:

<u>DATE</u>	<u>TIME</u>	<u>TOTAL NO. CASUALTIES</u>	<u>STRETCHER</u>	<u>AMBULATORY</u>
2/28/45	1830	5	3	2
2/28/45	2200	24	13	11
3/01/45	1100	1	-	1
3/01/45	1800	5	3	2

All of the above casualties came directly from the beach with the exception of 24 which were re-directed to this ship

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19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VI - SPECIAL COMMENTS AND INFORMATION - Continued.

by the U. S. S. CARTERET (APA-70) owing to the fact that their sick bay was filled to capacity. These casualties were accompanied by a Medical Officer from the U. S. S. CARTERET (APA-70).

- (c) Casualties were brought aboard at the starboard side of number 3 hatch and the port side of number 4 hatch using a single wire whip. Stretcher cases were hoisted aboard with single littersling and ambulatory cases were hoisted aboard using a salmon board in a cargo net. No difficulties were encountered and casualties were handled rapidly and efficiently.
- (d) The following disposition of casualties was made.
1. One casualty, having a gunshot wound of the head, expired at 2200, 28 February 1945, 3-1/2 hours after arrival on board. The body was transferred to the Grave Registration Service ashore at 1500, 1 March 1945.
 2. Seven serious cases were transferred to the U. S. S. SOLACE on 1 March 1945.
 3. Ten "white casualties" were transferred to U. S. S. CAPE JOHNSON on 2 March 1945.
 4. The remaining 17 casualties were evacuated and transferred to U. S. Naval Dispensary 3245 at Saipan on 5 March 1945.
- (e) Medical supplies and equipment were adequate for treatment of all casualties with the exception of lack of X-Ray facilities, which limited the diagnosis and treatment of certain cases such as compound fractures and chest wounds. Whole blood was received promptly from U. S. S. ELDORADO (AGC-11) on request. Ship's fresh water tanks were chlorinated at 1800 daily while in the operating area, using 0.28 lbs calcium hypochlorite per 10,000 gallons of water.
8. Combat Information Center functioned efficiently throughout the operation. This ship was assigned radar guard duty and carried out all such assignments satisfactorily. Radar was used for navigational purposes during the approach and while operating in the area, excellent results being obtained. Minami Iwo Jima was picked up during the approach with SG radar at 84,000 yards.

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19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VI - SPECIAL COMMENTS AND INFORMATION - Continued

- While operating in Transport Area Kita Iwo Jima was picked up by SG radar at 85,000 yards. Maintenance of radar was satisfactory. CIC communications both external and internal were satisfactory. JX sound powered circuit was used from combat to conn in order to relieve traffic on JA circuit. Twenty-one (21) MC was used as emergency standby. TBS watch and log were maintained in C.I.C and listening watch on air warning circuit.
9. Communications were entirely satisfactory. Results obtained with NAN equipment were entirely satisfactory. It is felt by the Commanding Officer that the communication drills conducted by CTG 51.12 enroute to the objective were of great benefit.
 10. This ship was equipped with two (2) smoke generators and one (1) spare. During the course of the operation it was found necessary to install the spare generator. Smoke generators were manned continuously and smoke was made promptly when ordered by OTC. In addition to the generators aboard ship two (2) LCV(P)'s were equipped with smoke generators and one (1) LCV(P) with smoke floats in accordance with Appendix I. The smoke boat provided for the Mine Group was not called for, so that both smoke generator boats were used at the ship. The Commanding Officer is of the opinion that smoke boats were very effective in laying a screen to windward which concealed the ship. The smoke generators on the ship provided a screen for ships to leeward but were not effective in screening this ship. During smoke drill at Saipan the port generator caught on fire but the fire was immediately extinguished by the after repair party no other difficulties were encountered.
 11. The Navigation Department functioned satisfactorily throughout the operation.
 12. The Engineering Department functioned very satisfactorily and did excellent work in accomplishing boiler repairs at Saipan en route to the objective.
 13. The Supply Department functioned very satisfactorily and the Commissary section did excellent work in supplying hot food for all hands throughout an 11 day period during the greater part of which time the ship was at Condition 1 ABLE and regular meal hours could not be scheduled.

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19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VI - SPECIAL COMMENTS AND INFORMATION - Continued.

14. The C & R Department did excellent work repairing hull damage and maintaining boats in operating condition. The boat engine repair group deserve great credit for their work in accomplishing rapid boat engine repairs. There were two small fires in addition to the smoke generator fire both of which were extinguished quickly by repair parties with no serious damage involved.

PART VII - PERSONNEL PERFORMANCE AND CASUALTIES

1. All hands officers and men performed their duties in accordance with the best traditions of the service. The extended period of the operation and the confusion caused by required changing of orders and plans put a severe strain on both officers and men. The performance of duty by Lieutenant Max B. CAMPBELL, USNR, Executive Officer, was outstanding both during the preparation and rehearsal period and during the operation. His work in the organization and training of the ship's company and his leadership were of the highest caliber. Lieutenant Max B. CAMPBELL is being recommended for special recognition. With the exception of Lieutenant Max B. CAMPBELL the Commanding Officer does not feel that any officer or man should be made the subject of special recognition but feels that the entire ship's company functioned as a team with every one contributing their best efforts in the successful accomplishment of this ships mission.
2. No battle casualties were sustained and no injuries due to accidents with the exception of one (1) boat group member who sustained a sprained ankle on 27 February 1945. The Commanding Officer is exceedingly gratified by the fact that there was only one minor injury due to accidents in as much as a large percentage of both crew and officers had had no previous sea experience.

PART VIII - LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS.

1. Upon arrival at the objective there appeared to be some uncertainty as to the status of ships in Temporary Transport Division Twenty-Seven. This ship received numerous conflicting orders from Commander Transport Division Twenty-Seven and Commander Transport Division Forty-Seven which necessitated additional communications traffic in order to establish which order should be carried out. In several cases duplicate reports were requested, again necessitating additional communication traffic. In the event a Temporary Transport Division is desirable the following suggestion is respectfully submitted: That ships assigned to the

ACTION REPORT, AMPHIBIOUS ASSAULT LANDING AT IWO JIMA
19 FEBRUARY - 2 MARCH 1945. (Continued)

PART VIII - LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS. - Continued.

- Temporary Division be divorced entirely from their regular Division during the period of the operation and that the Temporary Transport Division Commander be given status of a full Division Commander during the period of the operation.
2. Weather conditions during the provisioning of landing craft at Saipan were somewhat unfavorable and LCM(3)'s assigned to the boat pool received considerable damage. The repairing of some of this damage enroute to the objective could not be accomplished in an entirely satisfactory manner owing to the fact that LCV(P)'s are nested in the LCM(3)'s. The recommendation is made that if possible boats other than those detailed for the assault landing be used for provisioning at the final stop in the forward area.
 3. During several days operation as indicated in Part III, this ship had no duty or assignment requiring its presence in the inner Transport Area, however station was maintained in the Transport Area although the congestion caused by many ships of various types made this difficult. The suggestion is submitted that ships be assigned an area to the seaward of the inner Transport Area within the screen at such times as their employment does not require them to be in the inner Transport Area. This would relieve the congestion of the Transport Area and idle ships would not interfere with movement of others.
 4. Owing to the light construction of this type ship it is not believed that heavy ships such as cruisers can safely be received alongside except under very favorable weather conditions. It is believed that the transfer of ammunition can be effected quickly and efficiently either by use of landing boats or by rigging a whip and transferring with the two vessels underway.
 5. Considerable time was lost and extra work required from loading cargo in the ship's LCM(3)'s and having to unload this cargo again aboard ship owing to the fact that LCM(3)'s could not be handled on the beaches. It is recommended that some means be established of keeping unloading ships advised promptly of beach conditions. During day light hours this might be done by flag hoist on the beach and at night by light signalling. The above signals to indicate whether or not LCM(3)'s could be handled.
 6. It is appreciated that the assignment of LST's, LSM's and LCT's to individual ships for unloading presents a difficult problem. This ship was at various times advised that certain numbered craft had been assigned to it for unloading, however in all except

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one case these landing craft apparently were re-assigned by control vessels making it necessary for the ship to request additional assignments. Unloading could be expedited to a great extent if these assignments could remain unchanged which would permit the unloading ship to keep track of its assigned landing craft and plan unloading operations ahead.

7. From "D" Day until 1800, 28 February 1945 a period of nine (9) days no troop casualties were received. During this time according to information received many ships were over-crowded with casualties, on one instance when this ship was on night retirement an LCM(3) which had evacuated twenty-two (22) casualties was forced to retain the casualties aboard until day light before finding a ship which would receive them. During the period referred to above this ship made the required reports showing zero casualties on board and on 20 February 1945 advised the Division Commander that 15 stretcher cases and 50 ambulatory cases could be received, however no casualties were received until 28 February when 35 were received as reported in Part VI this report. This matter of having a boat load of casualties cruising about all night receiving only such first aid treatment as the boat officer was able to render seems to this Commanding Officer to be serious. The Task Force and Task Group operational plans and orders provided adequately for the distribution of casualties but as observed by this ship the system was not effective.
8. The cooperation received from the 23rd CB Detachment under command of Commander HEUER, USNR, was excellent. With the exception of four (4) chief petty officers the enlisted men were colored. There was no friction between these men and the ships company and their performance in duty throughout the operation was excellent.
9. The Commanding Officer desires to comment favorably on the skillful seamanship displayed by the Commanding Officer of LSM-47. This landing craft came alongside twice for loading and on each occasion was handled skillfully under different conditions. The Commanding Officer and crew of the LSM-47 cooperated to the fullest extent with this ship.