

SHIP'S HISTORY

December 30, 1944 - Ship commissioned upon completion of conversion from turbo-electric five inch thirty eight type Destroyer Escort. Original construction, conversion and fitting out were at the Bethlehem Steel Corporation Ship Yard, Hingham Mass.

January 5, 1945 - Moved to Boston Navy Yard, Charlestown, Mass. for pre-shakedown availability, during which time the ship was dry-docked, de-permed, compasses compensated, radars calibrated, all guns test fired, and structural firing tests by depth charges conducted. Upon completion of loading ammunition, fuel and stores, the ship departed for shakedown at Bermuda on January 18th, 1945, in company with U.S.S. WANTUCK (APD 125).

January 20, 1945 - Arrived Great Sound, Bermuda, U.K., and commenced fifteen day shakedown period under COTCLANT.

February 5, 1945 - Shakedown completed, departed Bermuda in company with U.S.S. WANTUCK (APD 102) for Norfolk Virginia for post-shakedown availability. On this trip ninety-one Army enlisted personnel and five Naval enlisted personnel were carried as passengers.

February 7, 1945 - Arrived Norfolk, Virginia disembarked all passengers and anchored over night in Hampton Roads.

February 9, 1945 - Commenced tow day amphibious shakedown under PHIBSTRALANT, at which consisted of shore bombardment against Bloodworth Island, Chesapeake Bay and boat lowering drills.

February 11, 1945 - Commenced post-shakedown availability at Norfolk Navy Yard, Portsmouth, Virginia. During this period, the ship was dry-docked to replace a screw damaged during towing exercises during shakedown.

February 20, 1945 - Availability completed, departed Norfolk for Melville, Rhode Island, acting as escort for U.S.S. SHELBY (APA 105).

February 21, 1945 - Arrived Melville and waited there while U.S.S. SHELBY loaded at Newport.

February 24, 1945 - Departed Melville, Rhode Island for Panama Canal Zone acting as escort for U.S.S. SHELBY (APA 105).

March 2, 1945 - Arrived at Panama Canal Zone and moored overnight in Cristobal, Canal Zone.

March 3, 1945 - Passed through Panama Canal and departed for San Diego, California.

March 11, 1945 - Arrived San Diego, California and commenced eight day period of voyage repairs and shakedown under PHIBSTRAPAC. Ship was again dry-docked to effect repairs to Sound Dome. During the shakedown period, anti-aircraft practice was held in company with U.S.S. GARDINERS BAY and U.S.S. J.C. OWENS, surface target practice with U.S.S. MOSSEHEAD, and shore bombardment against Pyramid Cove, San Clemente Island.

March 19, 1945 - Departed San Diego for Pearl Harbor, T.H. in company with U.S.S. YOKES (APD 69).

March 25, 1945 - Held anti-aircraft firing practice prior to arriving at destination. Arrived Pearl Harbor T.H. and moored in Middle Lock along side of U.S.S. BARRY (APD 29).

March 31, 1945 - Departed Pearl Harbor T.H. in accordance with orders from ADCOMPHIESPAC and set course for Maui Island, T.H. Anti-aircraft practice against a towed sleeve was conducted enroute. Arrived Maalaea Bay, Maui Island, T.H. during the afternoon and commenced a one week period of training with Under Water Demolition Teams. During this period the ship underwent drills at lowering boats, dispatching underwater demolition teams toward designated beach targets, shore bombardment and anti-aircraft practice against a towed sleeve and against rockets fired by an LCI.

April 6, 1945 - Training with the Underwater Demolition Teams completed, the ship departed just prior to midnight for Pearl Harbor.

April 7, 1945 - Arrived Pearl Harbor, T.H. and moored alongside U.S.S. TREBOR (AMS 16) in Middle Loch.

April 8, 1945 - Departed Pearl Harbor, T.H. for Eniwitok Atoll, Marshall Islands, acting as escort for S.S. TWISIDAME and SS AGWIPRINCE.

April 16, 1945 - Arrived Eniwitok Atoll, Marshall Islands.

April 17, 1945 - Departed Eniwitok for Ulithi Atoll, Caroline Islands acting as escort for SS TWISIDAME.

April 21, 1945 - Arrived Ulithi Atoll, Caroline Islands.

April 23, 1945 - Departed Ulithi alone for Okinawa Shima, Ryukyu Island.

April 25, 1945 - Overtook and joined Ulithi-Okinawa convoy #4.

During last day of this trip several possible submarine contacts were made by the various escorts. On last day, with Okinawa in sight, an enemy mine was sighted and exploded by gunfire from the U.S.S. GREENE (APD 36).

April 26, 1945 - Arrived Okinawa and spent uneventful night anchored off Hagushi Beach. Attached to FIFTH Fleet and CTG 51.5.

April 27, 1945 - Fueled at sea off Okinawa and took patrol station of the Northwestern tip of the island. During this first night on patrol the personnel of the ship were at Battle Stations for six hours, during which time approximately 35 enemy air raids were reported, and reports were received over TBS of several ships in the harbor being hit and sunk. During the night the U.S.S. LCI 586 came alongside to transfer several men wounded when the ship was hit by a suicide plane. Transfer was not carried out, as LCI was unable to maintain position alongside. Patrol on this station was continued until May 1st, during which time the ship was at General Quarters five times for a total of approximately 19 hours.

May 1, 1945 - Relieved on station by U.S.S. RINGNESS (APD 100).

Fueled at Kerama Retto, and took patrol station $2\frac{1}{2}$ miles west of Kobe Jima and Yalen Jima, two of the islands of Kerama Retto. This patrol continued until May 5th, during which time the ship was at General Quarters many times as a result of enemy air raids and during which time the U.S.S. DEVASTATOR was seen to shoot down one enemy plane.

May 5, 1945 - Relieved by U.S.S. SIMS (APD 50). As a result of orders from CTG 51.5, took station three miles astern of U.S.S. SOLACE (AH 5) enroute to Guam, Marianas Islands, to act as rescue vessel in case of enemy attack. During first morning the U.S.S. SOLACE sighted a floating mine which was sunk by small arms fire from this vessel.

May 6, 1945 - Took departure from U.S.S. SOLACE and effected rendezvous with U.S.S. RELIEF (JH 1). Took station three miles eastern of U.S.S. RELIEF to act as rescue vessel in case of enemy attack. These duties were assigned as a result of the successful enemy attack on the fully lighted U.S.S. COMFORT several days before.

May 7, 1945 - Arrived Okinawa, detached from U.S.S. RELIEF, refueled at sea and relieved U.S.S. REEVES (APD 52) on station 4 miles southwest of Koba Jima and Ona Shima of the Kerama Retto group. This patrol lasted until May 11th. On May 9th, the U.S.S. ENGLAND, patrolling to the south of this station was hit by an enemy suicide plane but was able to proceed to anchorage under her own power. Little other enemy air activity occurred during this period.

May 11, 1945 - Relieved on station by U.S.S. SPAR; proceeded to Hagushi Beach and anchored overnight.

May 12, 1945 - Departed Hagushi Beach, fueled at sea from U.S.S. KASKASKIA (AO 27). Relieved U.S.S. BEHAS (DE 107) on patrol three miles northwest of Yakan Jima. During the first evening of this patrol, an enemy plane was clearly seen circling just out of range. Just before it was shot down by a group of four Corsairs it was seen to launch a Baka bomb which disappeared in the direction of Hagushi Beach. Shortly after sunset a low flying enemy plane was sighted out of range also headed for Hagushi Beach. On May 13th, during several long periods at General Quarters, the U.S.S. BRIGHT (DE 747) and U.S.S. BACHE (DD 47) were seen to be hit by enemy suicide planes and the U.S.S. BUTLER (DDG 29) reported shooting down one plane.

May 14, 1945 - Relieved by U.S.S. TRIUMPH (AM 23) and proceeded immediately to take station 13 miles west of Zampa Kiasaki, Okinawa Shima.

May 15, 1945 - Left station in accordance with orders from CTG 51.5 and took station three miles eastern of U.S.S. SOLACE, enroute to Guam, Marianas Islands, to act as rescue vessel in case of enemy attack. Made sound contact, but abandoned it after several hours search and classified contact non-submarine.

May 16, 1945 - Detached from U.S.S. SOLACE, set course for Okinawa.

May 17, 1945 - Arrived Okinawa, anchored off Hagushi Beach. During night air raids, this vessel was covered by its first smoke screen, so effectively used at Okinawa and Kerama Retto.

May 18, 1945 - Departed Okinawa with U.S.S. GOLDBOROUGH (APD 32) to effect rendezvous with an Okinawa bound convoy from Ulithi. Joined convoy late in the afternoon. Floating mine sighted by port lookout was exploded by first shell from the forward 50mm. Second mine sighted just prior to darkness, was fired at by small arms and anti-aircraft guns and is believed to have been sunk, but darkness prevented positive assurance of this fact.

May 19, 1945 - Arrived Okinawa, refueled at sea, and took patrol station 12 miles west of Okinawa. All hands were at General Quarters for three hours during which time considerable anti-aircraft fire was observed and an enemy suicide bomber was seen to crash into the U.S.S. THATCHER (DD514)

May 22, 1945 - Detached from patrol, fueled and provisioned at Korama Retto, and anchored off Hagushi Beach.

May 23, 1945 - Relieved U.S.S. WILLIAM B. COLE (DE 641) on patrol 5½ miles southeast of Tonachi Shima. This patrol was uneventful until early morning of May 25th. On this day, the ship was at General Quarters to repel imminent enemy air raids and shortly after 0300 CIC reported an enemy plane on our own radar, showing friendly recognition signals. A few minutes later an unfamiliar single engined monoplane passed overhead, banked in a turn and was picked up by CIC on the surface search radar, at two miles closing, no longer showing friendly recognition signals. Whether this was the same plane is not definitely known. At 1600 yards the after 40mms. opened fire, we commenced making smoke and maneuvering at flank speed. The plane circled and was sighted a few minutes later coming in low over the starboard bow, showing dia red and orange lights. All anti-aircraft guns that could bear on the starboard side opened fire and one definite 20mm hit was observed. The plane passed over the ship and did not return. Other ships in the vicinity later stated that the plane had crashed shortly after passing overhead, but no credit was ever claimed for a kill by this vessel. Relieved by U.S.S. PREVAIL (AM107) and proceeded to patrol station three miles west of Ie Shima.

May 26, 1945 - Relieved by U.S.S. HEARDON (APD 121). Took station 15 miles west of Zampa Misaki.

May 27, 1945 - While patrolling station 14 miles west of Zampa Misaki, sound contact was made at 0207. After making initial attack and losing contact, a retiring search was carried out by this ship assisted by U.S.S. HARRY E. HUBBARD (DD748), U.S.S. PAVLIC (APD 70), and U.S.S. YOKES (APD 69). At 0301 contact was regained and two charges were dropped without visible results. Contact lost but regained at 0505 by U.S.S. PAVLIC. PAVLIC attacked using all remaining depth charges but still maintaining contact. Under directions from COMTRANSEIV 105, this ship made unsuccessful attempt to regain contact. Only results observed were strong oil slick in the area. U.S.S. EISELE (DE 34) relieved U.S.S. YOKES, and search was continued until 1100 at which time orders were received to discontinue search, then refueled and took station 14 miles west of Hagushi Beach. At 1919 enemy planes approached and all hands were ordered to Battle Stations. During the next few hours numerous flares were dropped by enemy planes - the first time this practice had been observed by this vessel. Considerable anti-aircraft fire was observed, numerous ships reported shooting down enemy planes and numerous others reported being hit. At the approach of enemy planes this ship joined the U.S.S. LOY (APD 56) and U.S.S. EISELE (DE 34) as close support anti-aircraft patrol. Shortly before 2330 the U.S.S. LOY was attacked by an enemy plane and the plane was exploded in mid-air by anti-aircraft fire. At 2330 the Loy was again attacked and this time hit and set afire by an enemy suicide plane.

At 2324 an unidentified aircraft was picked up on the air search radar at 9 miles - closing. This plane passed close aboard and was fired on by all guns on the port side, but it circled and passed out of range. Ten minutes later another enemy plane approached from the starboard bow and was taken under fire by all anti-aircraft guns that could bear. No hits were observed, possibly because the plane was at maximum effective range of all guns. At 2345 another plane was picked up by surface radar at two miles on the starboard bow, closing fast. The rudder was thrown hard to port in an attempt to evade the plane. Less than a minute later the plane was observed very low above the water on the starboard quarter, distance 500 yards, closing. The plane was taken under fire by all possible guns but it is believed that it was so low that after 400ms were unable to depress low enough to bear. The plane hit a few seconds later, exploding and setting fire to the after end of the ship. A ten foot hole was blown in the main deck and a great deal of damage was inflicted by shrapnel. The fire was extinguished, and damage brought under control - but with a loss of two men killed, and nineteen wounded, many seriously. In view of the fact that the two men killed were the Medical Officer and a pharmacist mate, medical assistance was needed urgently. At 0027 the U.S.S. PAVLIC came alongside and transferred a medical officer and a pharmacist mate to this vessel. Three minutes later CIC reported another enemy plane at 7 miles closing. The plane was picked up a few minutes later on the surface search radar at three miles still closing. This plane made three runs on the ship coming within 3000 yards each time but never pressed its attack closer.

Departed patrol station for Hagushi Beach where wounded men were transferred to U.S.S. CRESCENT CITY (APA 21). One of the wounded men died just prior to reaching the CRESCENT CITY. Remained at General Quarters until 0900 - a total of fifteen hours. During the last two hours one enemy plane was exploded in mid-air by anti-aircraft fire from a nearby cruiser and one enemy plane was seen to crash into the water.

Command had been shifted this time to THIRD Fleet and in accordance with orders from CTG 31.5, departed for Kerama Retto for battle damage repairs. Anchored in Kerama Retto and awaited assignment for repairs until June 1st.

June 1st through June 7th - Moored alongside U.S.S. ARISTAEUS (ARB 1) undergoing temporary battle damage repairs.

June 8th through June 13th - Anchored in Kerama Retto awaiting orders.

June 14, 1945 - Departed Okinawa in accordance with orders from CTF 31 to act as escort for Okinawa-Saipan convoy #8. Trip uneventful except for several sound contacts, all of which were classified as non-submarine.

June 18, 1945 - Arrived Saipan Island, Marianas Islands - anchored inside anti-submarine net.

June 20, 1945 - Departed Saipan for Leyte, Phillipine Islands, to undergo battle damage repairs.

June 23, 1945 - Arrived Layte Island, P.I., anchored in San Pedro Bay. Remained in this anchorage until July 1st awaiting assignment to a tender for repairs. Assigned to U.S.S. DIXIE (AD 14) and alongside for one day when orders were received to proceed to Pearl and report to ADCOMPHERSPAC for repairs.

July 1, 1945 - Departed Layte for Eniwitok Island, Marshall Islands.

July 7, 1945 - Arrived Eniwitok, Marshall Islands.

July 8, 1945 - Departed Eniwitok for Pearl Harbor.

July 12, 1945 - Left track line to head for Johnston Island to transfer patient on whom appendectomy had been performed. Patient transferred, departed for Pearl Harbor.

July 14, 1945 - Arrived Pearl Harbor, anchored in Middle Loch.

July 16, 1945 - Departed Pearl Harbor for San Pedro, California to undergo battle damage repairs and general overhaul. On July 19th a floating mine was sunk by gunfire.

July 22, 1945 - Arrived San Pedro Harbor, unloaded all ammunition and moored at Small Craft Base, San Pedro, California.

July 23, 1945 - Moved to Pier 53, Consolidated Steel Corp., Long Beach, California where ship underwent complete repairs for the next 32 days. During this time the ship was dry-docked in the Consolidated Steel Cor., floating dry-dock at Wilmington, California. On August 27th, 1945 Commander R. H. CRAMER, USNR was relieved as Commanding Officer by Lieut. Commander Thomas D. STRICKLAND, Jr., USNR. On August 28th the ship was moored to pier 124 at San Pedro Lumber Co., San Pedro, California to complete repairs. Full power run, loading of ammunition, and compensating compasses were completed in the next two days.

September 1, 1945 - Departed San Pedro area and arrived San Diego reporting to COMPANY IV (104) for further orders. Departed San Diego for Pearl Harbor, T.H., in company with U.S.S. BELET (APD 109), U.S.S. HAINES (APD 84), and U.S.S. WOODS (APD 118).

September 7, 1945 - Arrived Pearl Harbor.

September 8, 1945 - Departed Pearl Harbor for Saipan, Marianas Islands, in company with U.S.S. BELET and U.S.S. HAINES. While at sea orders were received to proceed to Eniwitok, Marshall Islands and report to Commander, Marshall-Gilbert Islands for duty.

September 15, 1945 - Arrived Eniwitok. On September 17th four (4) "jeeps" were loaded aboard for delivery to Ponape, Caroline Islands.

September 18, 1945 - Departed from Eniwitok for Ponape Island.

September 19, 1945 - Arrived Ponape, transferred "jeep" and departed for Kwajalein, Marshall Islands.

September 21, 1945 - Arrived Kwajalein Atoll, Marshall Islands. After refueling, departed for Majuro Atoll, Marshall Islands.

September 22, 1945 - Arrived Majuro Atoll, loaded six (6) "jeeps" for delivery to Kwajalein. Departed for Kwajalein, Marshall Islands.

September 23, 1945 - Arrived Kwajalein, Marshall Islands, unloaded six (6) "jeeps".

September 25, 1945 - Lieut. Commander THOMAS D. STRICKLAND, Jr., USNR, relieved of command by Lieut. HARRY B.F. FRANKLIN, USNR.

September 26, 1945 - Members of Strategic Bomb Survey Group,
Marshall-Gilbert area - reported aboard for transportation to Wake Island.
Departed for Wake Island.

September 28, 1945 - Arrived Wake Island, moored alongside U.S.S
RIMEHART (DE 196).

October 2, 1945 - Departed for Majuro - Marshall Islands.

October 5, 1945 - Arrived Majuro, Strategic Bomb Survey Group
disembarked. Departed for Kwajelein, Marshall Islands.

October 6, 1945 - Arrived Kwajelein, Marshall Islands.