

USS LCI(R) 337

SERIAL NONE

1 OCTOBER 1945

TYPHOON DAMAGE , 16 SEPTEMBER 1945 .

REPORT OF DAMAGE SUSTAINED AS A
RESULT OF BEACHING AT BUCKNER BAY,
OKINAWA WHILE RIDING OUT A TYPHOON

Cisco

SAN FRANCISCO, CALIFORNIA 1 OCTOBER 1945

RECEIVED
NOV 7 1945

FROM: THE COMMANDING OFFICER

TO: THE COMMANDER IN CHIEF, UNITED STATES FLEET.

VIA: CHIEF OF NAVAL OPERATIONS,
CINCPAC/POA/PEARL,
COM7THFLT,
COM7THPHIBFOR,
BUSHIPS.

SUBJECT: REPORT, DAMAGE.

REFERENCE: (A) NAVY REGULATIONS, ARTICLE 840.

1. IN COMPLIANCE WITH REFERENCE (A), ABOVE, THE FOLLOWING REPORT OF DAMAGE IS SUBMITTED, WHICH THIS SHIP INCURRED DURING THE STORM AND SUBSEQUENT BEACHING DURING THE TYPHOON WHICH OCCURED AT BUCKNER BAY, OKINAWA, 16 SEPTEMBER 1945.
2. AT 0400 ON 16 SEPTEMBER 1945, THIS VESSEL WAS AT ANCHOR IN BERTH B-39, BUCKNER BAY, OKINAWA. STORM WARNINGS HAD BEEN RECEIVED AND ALL SMALL CRAFT NOT DISABLED WERE ORDERED TO SEA. THIS VESSEL WAS UNDERGOING EMERGENCY REPAIRS AT ARL-10, INSIDE THE HARBOR, AND WAS UNABLE TO PUT OUT TO SEA BECAUSE OF MECHANICAL FAILURES. WE WERE ANCHORED BY THE STERN ANCHOR IN 10 FATHOM OF WATER WITH 50 FATHOM OF CABLE OUT. THE PORT QUAD WAS INOPERATIVE. THE STARBOARD QUAD WOULD OPERATE AT A MAXIMUM OF 380 SHAFT RPM'S WITH PITCH UNKNOWN BECAUSE THE PITCH CONTROL SHAFT HAD JUST BEEN INSTALLED AND WAS TO BE ADJUSTED THE FOLLOWING DAY BESIDE A TENDER. THERE WAS NO OTHER ANCHOR OR CABLE ON BOARD.
3. AT 0430, THIS SHIP STARTED DRAGGING ANCHOR. THE COMMANDING OFFICER WAS NOTIFIED. THE STARBOARD MAIN ENGINES WERE STARTED AND THE ANCHOR HAULED IN, GETTING UNDERWAY TO ANCHOR IN SAME BERTH. AT 0422, THE SHIP WAS ANCHORED IN SAME BERTH IN 10 FATHOM OF WATER WITH THE STERN ANCHOR AND 50 FATHOM OF STERN ANCHOR CABLE OUT. THE MAIN ENGINES WERE SECURED.
4. AT 1810, THE STERN ANCHOR CABLE PARTED, LEAVING THE SHIP ADRIFT. THE WIND VELOCITY WAS STEADILY INCREASING. THE MAIN ENGINES WERE STARTED AND THE SHIP WAS UNDERWAY, WITH POWER, AND THE COMMANDING OFFICER ON THE BRIDGE. THE GENERATORS, FIRE AND BILGE PUMPS AND REFRIGERATION UNITS WERE IN NORMAL OPERATION. THIS SHIP MANEUVERED WITH GREAT DIFFICULTY AROUND THE HARBOR SEVERAL TIMES, NOT HAVING SUFFICIENT POWER TO GO OUT TO SEA AND RIDE THE STORM OUT. COLLISION WITH OTHER SHIPS IN THE HARBOR WAS BARELY AVOIDED ON VARIOUS OCCASIONS AT THIS TIME.
5. THE SHIP WAS PRACTICALLY UNMANEUVERABLE UNDER THE EXISTING CIRCUMSTANCES, SO, TAKING THE SAFETY OF THE CREW INTO CONSIDERATION, WE BEACHED THE SHIP INTO THE BEACH CLOSE ABOARD THE AFD-13, WHICH

Original for 1946-85
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WAS ALREADY BEACHED, AND TIED UP ALONGSIDE, STARBOARD SIDE TO. NO APPARENT DAMAGE WAS AS YET INCURRED. THE STARBOARD QUAD WAS KEPT RUNNING WITH POWER AHEAD TO REDUCE THE HEAVY STRAIN ON THE LINES, CAUSED BY THE SURF. AT 1303, THE MOORING LINES PARTED. THE SURF TOOK THE AFD OFF THE BEACH TO OUR STERN AND DRIFTED TO PORT, A SAFE DISTANCE FROM THIS SHIP. A QUONSET-NUT BARGE, ORIGINALLY THE LIVING QUARTERS FOR MEN ATTACHED TO THE AFD-13 WAS ADRIFT ON OUR PORT SIDE AND POUNDED OUR PORT SIDE DURING THE AFTERNOON AND NIGHT, DOING MOST OF THE DAMAGE TO THIS SHIP. AT 1425, THE PROPELLING SCREWS BECAME FOULED AND THE MAIN ENGINES AND ALL AUXILIARIES WERE SECURED, CUTTING OFF ALL SOURCE OF MOTIVE AND GENERATING POWER.

6. AT 1435, AN ELECTRICAL FIRE WAS REPORTED IN THE ENGINE ROOM, WHICH WAS CAUSED BY THE FLOODING WATER SHORT-CIRCUITING THE STORAGE BATTERIES. THE FIRE WAS UNDER CONTROL BY 1450. NO DAMAGE.

7. AT 1510, #1 MOORING LINE WAS SECURED FROM THE BOW TO ANOTHER BARGE ON THE BEACH, WHICH KEPT THIS SHIP FROM BEING PUT OUT IN DEEPER WATER AND WHICH PROVIDED A MEANS FOR GETTING PERSONNEL FROM THE SHIP TO THE BEACH SAFELY. THAT LINE IS STILL ATTACHED, AND WHAT REMAINED OF THE STERN ANCHOR CABLE WAS BROUGHT AROUND TO THE BOW AND PUT OVER TO THE BARGE ALSO AND SECURED.

8. AT 1700, THE EXECUTIVE OFFICER AND SIX ENLISTED MEN, WHO WERE WITHOUT QUARTERS FOR THE NIGHT, WENT ON THE BEACH AND SECURED TEMPORARY QUARTERS FOR THE NIGHT, RETURNING THE FOLLOWING MORNING.

9. THE FOLLOWING DAMAGE WAS INCURRED AS A RESULT OF THE BEACHING AND SUBSEQUENT POUNDING RECEIVED FROM OTHER VESSELS ADRIFT:

- (A) LARGE HOLE IN FORWARD PART OF THE PEAK TANK. FLOODED.
- (B) LARGE HOLE AND BENT FRAMES ON PORT SIDE AFT OF TROOP COMPARTMENT #2. FLOODED.
- (C) SMALL HOLE AND BENT FRAMES ON PORT SIDE AFT OF TROOP COMPARTMENT #3. SHIPPED SOME WATER, WITH LITTLE DAMAGE TO EQUIPMENT.
- (D) LARGE HOLE AND BENT FRAMES ON PORT SIDE AFT OF CREWS' QUARTERS. FLOODED. CREWS' GEAR LOST.
- (E) LARGE HOLE AND BENT FRAMES ON PORT SIDE OF ENGINE ROOM. FLOODED. MAIN ENGINES PARTIALLY SUBMERGED, ACCORDING TO SURF AND TIDES. PANEL BOARD PARTIALLY SUBMERGED. GENERATORS AND GENERATOR ENGINES COMPLETELY SUBMERGED. OTHER AUXILIARY MACHINERY SUBMERGED.

BOTH STARBOARD AND PORT SIDES. THE 20MM GUN ON STARBOARD SIDE AFT WAS DAMAGED BEYOND USE. THE STERN WINCH ENGINE RADIATOR, CARBURETOR AND MANIFOLD DAMAGED. CONSIDERABLE SHIPS GEAR WASHED OVER THE SIDE AND THROUGH HOLES IN HULL. OTHER ORDNANCE EQUIPMENT, INCLUDING ALL AMMUNITION IS IN GOOD CONDITION.

12. THE COMMANDER, TASK FORCE SEVENTY-FOUR, THE COMMANDER, LCI(R) GROUP TWENTY, AND THE COMMANDER, SERVICE DIVISION 124 WERE KEPT INFORMED BY RADIO AT APPROPRIATE INTERVALS OF THE SHIPS CONDITION AND POSITION UNTIL THE BATTERIES WERE EXPENDED.

13. THE SHIPS POSITION:
LONGITUDE 127-46-58 EAST;
LATITUDE 26-11-28 NORTH.

WILFRED H. BAUM
LT. (JG), USNR
COMMANDING.

COPY TO: COMSEFORPAC.
COMSERRON 12.
COMSERVDIV 124.
COMPHIBSPAC.
ADCOMPHIBSPAC.
COMPHIBGRP 7.
COMSSEAFRON.
CNOS, OKINAWA.
CDD 122.
COM LCI(R) GRP 22.