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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/AL2-1
Serial 00154

Contributed by William L. Williams
L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

c/o Fleet Post Office,
San Francisco, California,
1 August, 1944

S-E-C-R-E-T

From: The Commander L.S.T. Flotilla FIVE.
To: The Commander-in-Chief United States Fleet.
Subj: War Diary from 0001 (LCT), 1 July, 1944, to 2400 (LCT)
31 July, 1944.

FLOTILLA ORGANIZATION

Commander LST Flotilla FIVE Captain G. B. Carter, USN.

LST GROUP THIRTEEN

Commander LST Group THIRTEEN Commander R. W. Cutler, USNR.

LST DIVISION 25

LST 446 - Lt. G. P. Shaw, USNR.
LST 447 - Lt. R. Pekelder, USNR.
LST 449 - Lt. H. G. Parlier, USN.
LST 460 - Lt. H. E. Robinson, Jr., USNR.
LST 472 - Lt. W. O. Talley, USN.

LST DIVISION 26

LST 339 - Lt. J. J. Croft, USNR.
LST 395 - Lt. A. C. Forbes, USNR.
LST 397 - Lt. W. R. Hitch, USN.
LST 398 - Lt. R. J. Kammer, USNR.

LST GROUP FOURTEEN

Commander LST Group FOURTEEN Commander R. W. Lajeunesse, USN.

LST DIVISION 27

LST 166 - Lt. F. D. Bradley, USCG.
LST 341 - Lt. S. Epstein, USNR.
LST 334 - Lt. J. L. Reed, USNR.
LST 390 - Lt. J. M. Edinburg, USNR.

LST DIVISION 28

LST 71 - Lt. Comdr. F. E. Miner,
USCGR.
LST 207 - Lt. H. S. Ingalls, USCGR.
LST 354 - Lt. W. A. Henry, USN.

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LSTGROUP FIFTEEN

Commander LST Group FIFTEEN

Commander V. K. Busck, USN.

LST DIVISION 29

@LST 120 - Lt. J. F. Conlon, USNR.
LST 343 - Lt. H. H. Rightmeyer, USN.
LST 399 - Lt. J. M. Wiesenthal, USNR.
@LST 485 - Lt. H. F. Breimyer, USNR.
LST 488 - Lt. G. E. Scott, USNR.

LST DIVISION 30

@LST 40 - Lt. W. H. Farmer, USN.
LST 70 - Lt. Comdr. Pollock, USCGR.
LST 123 - Lt. W. Byron, USN.
@LST 124 - Lt. W. A. Bartos, USN.
LST 125 - Lt. W. R. Tenney, USNR.

LST GROUP FORTY

LST DIVISION 79

LST 117 - Lt. S. Pras, USN.
LST 118 - Lt. C. W. Lundberg, USN.
LST 219 - Lt. R. Collier, USNR.
LST 220 - Lt. C. J. Goode, USNR.
LST 247 - Lt. E. V. Converse, USNR.
LST 269 - Lt. V. T. Finch, USNR.

LST GROUP EIGHT (Flotilla Three)

DIVISION 15

φLST 29 - Lt. M. A. Jenkins, USNR.

DIVISION 16

φLST 244 - Lt. J. C. McCormick, USNR.
LST 241 - Lt. Shaw, USNR.

Note:

- # - Purvis Bay area of Florida Island, British Solomon Islands, under operational control of CTG 31.1, Rear Admiral G. H. Fort, Commander Landing Craft Flotillas South Pacific.
- @ - On temporary duty with Central Pacific Force, Task Force Fifty-One.
- \$ - Operating with Task Group 53.17 under Commander E. A. McFall. Commander R. W. Cutler, Commander LST Group THIRTEEN, was in LST 446 in charge of the sixteen LST's of Task Group 53.17.
- % - On temporary duty with Southwest Pacific Force.
- φ - On temporary duty with Central Pacific Force, Task Force Fifty-One. These LST's were destined to join this Command for operational control on 11 July.

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Note: (cont.)

All LST's unmarked by symbol were operating with Task Group 53.16 with
Commander LST Flotilla FIVE as Task Group Commander.

TASK ORGANIZATION

Commander-in-Chief U. S. Fleet	Admiral Ernest J. King, USN.
Commander-in-Chief U. S. Pacific Fleet	Admiral Chester W. Nimitz, USN.
Commander Fifth Fleet	Admiral R. A. Spruance, USN.
Commander Fifth Amphibious Force (CTF 51)	Vice Admiral R. K. Turner, USN.
Commander Group Three-Fifth Amphibious Force (CTF 53)	Rear Admiral R. L. Conolly, USN.
Commander Task Group 53.2 (COMTRANS GROUP THIRD PHIB)	Rear Admiral L. F. Reifsnider, USN.
Commander Task Group 53.3 (COMTRANS DIV 24)	Captain P. Buchanan, USN.
Commander Task Group 53.16 (COMLSTFLOT 5)	Captain G. B. Carter, USN.

INTRODUCTION TO OPERATIONS

LST Flotilla FIVE was not operating as a flotilla but was divided among various task groups for the attacks on the enemy. The various divisions are as indicated on pages one and two of this diary.

In accordance with orders from Commander Task Force 53 and as ordered by his Operation Plan A162-44 and Movement Plan A163-44, Task Group 53.16 was operating with Task Force 53 whose objective was to be Guam, Mariana Islands, and the re-capture thereof. The first days of the month finds the Task Group anchored in Eniwetok Lagoon, Marshalls Islands, awaiting movement orders.

Communications were in keeping with Annex "E" of Commander Task Force 53 Operation Plan A162-44 and CENTCOM TWO. The time zone in which all events take place will be indicated each day.

This report includes the following:

- A. Awaiting Orders at Eniwetok.
- B. Passage to Guam.

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INTRODUCTION TO OPERATIONS (cont.)

C. Attack on Guam.

Action reports will be submitted by each command and ship involved. These as well as the war diaries of each command and ship will contain further detailed information.

"Part A"

AWAITING ORDERS AT ENIWETOK

0001 Love, 1 July, to 1400 Love, 15 July

Task Group 53.26 was anchored in Eniwetok Lagoon, Marshall Islands, having proceeded there under orders received from CTF 53 in his despatch 250336 of June. The Commander Task Group 53.16 was in U.S.S. STEMBEL (DD644). The Task Group upon its arrival June 30 had been granted four days availability for repairs, fueling, provisioning, and to ready themselves for return to sea upon receipt of orders. Task Group 53.17 rejoined Task Group 53.16 on July 5 after having spent four weeks at sea since departure from Kwajalein Atoll, Marshall Islands. Most of this time had been spent in the cruising area as shown to have been designated for the Task Group off the Mariana Islands in the war diary of June.

Fueling and watering proceeded on July 1 and LST's received a final topping off of fresh water just prior to departure from Eniwetok. Small craft continued to fuel and water from designated LST's as needed. The LST's were fueled from barges and tankers designated by COMSERVRON TEN, Commodore W. R. Carter, who was aboard the U.S.S. PRAIRIE. Fresh water had to be necessarily conserved as the supply available was not plentiful.

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0001 Love, 1 July, to 1400 Love, 15 July (cont.)

Communications while at anchor were by means of SCR 608 and 610 voice radio, TBS radio, and visual means. Regular guard and U.S. Mail trips were made to Eniwetok by designated small craft. Communication publications were ordered by despatch from Pearl Harbor and were flown to Eniwetok for distribution to all ships of the Task Group thereby bringing their files up to date. The LST 343 served as a center for the distribution of all mail and publications.

On July 10th the orders that all hands had been awaiting arrived. These orders contained the date set for William Day together with instructions for the departure of Task Group 53.16 on July 15th for Guam, Mariana Islands. Further orders indicated that Task Group 53.17 would depart on same date and maintain its usual place approximately ten miles astern of Task Group 53.16 and remain under the tactical command of Commander Task Group 53.16. Arrangements were made for the departure of the Task Groups at 1000 on the 15th to enable them to participate in an AA shoot. SCOFA Eniwetok suggested the use of Wide Passage for departure to avoid congestion in Deep Entrance.

At 1400 on July 14 Commander Task Group 53.16 called all commanding officers of vessels under his command aboard the Flagship, U.S.S. STEMBEL. The purpose of this conference was to familiarize commanding officers with new cruising formations necessitated by the change in composition of the Task Group while at Eniwetok. New cruising formations replaced those used since departure from Guadalcanal, British Solomons Islands, on May 31. The LCI 468 had been lost through enemy action. LCI's 471, 472, 473 and 469 had departed on 10 July for the objective to provide fire support for demolition parties preparing the beaches for the coming attack. LST 476, who had joined Task Group 53.16 at the time Task Group 53.17 had been ordered back to the cruising area off Saipan during June, had rejoined Task Group 53.17 upon its arrival at Eniwetok. LST 29, 71, 244 and 334 had joined Task Group 53.16 in accordance with instructions from CTF 53. These vessels composing Defense Group Two reported to this command on July 11.

At 1300, 15 July, 1944, Task Group 53.16 and Task Group 53.17 steamed out Wide Passage with hopes high to deal a smashing blow to the enemy.

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PART "B"

PASSAGE TO GUAM

COMPOSITION AND CRUISING FORMATION OF TASK GROUP 53.16

Commander Task Group 53.16 Captain G. B. Carter, USN.

Flagship and Guide - U. S.S. STEMBEL (DD644) - Commander W. L. Tagg, USN.

Composition of main body of Task Group 53.16 in actual convoy formation (distance and interval between units 500 yards):-

LCI(G)	LST	LST ¹³	LST	LST	LCI(G)
466	117	70	125	488	467
464	447	219	269	241	465
	207	247	343	399	
	123	118	220	449	
USS HOLLY	USS ALOE	334	29	244	LST 71

Commander Screen Group, Task Group 53.16 - Commander W. L. Tagg, USN.

Screen Group Composition:

PC 549	SC 1273
PC 555	SC 727
PC 1125	YMS 136
SC 504	YMS 184
SC 521	YMS 195
SC 667	YMS 216
SC 724	YMS 237
	YMS 242

These vessels along with U.S.S. STEMBEL (DD644) served as an anti-submarine screen which circled the main body formation of Task Group 53.16. The U.S.S. STEMBEL took the air and surface search radar guard for the Task Group. Its station was 8000 yards ahead of the convoy. The remaining vessels formed a screening circle with a 5000 yard radius around the convoy.

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COMPOSITION AND CRUISING FORMATION OF TASK GROUP 53.16 (cont.)

Sunrise and sunset alerts were held each day while underway with all hands at general quarters from one-half hour before sunrise to sunrise and from sunset to complete darkness.

ADDITIONAL CONVOY INFORMATION

Task Group 53.16 was followed at an average interval of ten miles by Task Group 53.17 forming another unit of the convoy. This unit was also under the tactical control of Commander Task Group 53.16, who was OTC of the convoy. Task Group 53.17 was composed of the following:

Commander Task Group 53.17	Commander E. A. McFall, USN.
Flagship and Guide	- U.S.S. BLACK (DD666)
LST 446	LCI(G) 442
41	366
78	437
122	450
38	365
221	439
227	440
476	474
477	475
478	YMS 281
479	260
481	266
482	241
243	270
270	272
276	SC 1319
PC 1126	1325
1127	1326
1136	1328
U.S.S. GRAPPLE	APc 46

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ADDITIONAL CONVOY INFORMATION (cont.)

In addition the following Naval commands were included in the convoy:-

Commander Task Unit 53.3.6 (aboard LST 488) - Commander V.K. Busck, USN.
Commander Task Unit 53.3.7 (aboard U.S.S. STEMBEL) - Captain G. B. Carter, USN.
Commander Task Unit 53.3.8 (aboard LCI 466) - Lt. Cdr. W.R. McCaleb, USN.
Commander Task Unit 53.4.4 (aboard LST 446) - Commander R.W. Cutler, USN.
Commander Task Unit 53.4.6 (aboard LCI 365) - Lieut. H.P. Rubenstein,
USNR.

LCT (-11)

JULY 15, 1944

- 1000 Task Group 53.16 preceded by the flagship, U.S.S. STEMBEL, with Commander Task Group 53.16 aboard got underway from central anchorage of Eniwetok Lagoon, Marshall Islands, to proceed in accordance with CTF 53 despatch 092359.
- 1230 Task Group 53.16 departed Eniwetok Lagoon via Wide Entrance while the U.S.S. STEMBEL closed the signal station on Eniwetok Atoll for visual communications.
- 1350 The U.S.S. STEMBEL departed via Wide Entrance followed at an interval of approximately five miles by Task Group 53.17. CTG 53.16 received a "Good Luck and good shooting" from SCOPA, Captain Archer Allen.
- 1427 U.S.S. STEMBEL took position ahead of convoy which formed up into cruising formation #1 (which is cruising formation referred to on page 7 of this report and will hereafter be referred to as cruising formation #1). Course 255 (T) was set to take the convoy to Guam, Mariana Islands.
- 1430 Vessels of the Task Group were ordered to stand by to participate in AA shoot with planes conducting "tare" runs. Vessels of the screen were not to fire. Later orders were passed postponing the scheduled shoot.

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JULY 15, 1944 (continued).

- 1506 - SC 667 who had picked up guard mail and U.S. Mail for the Task Group stood alongside to pass same to STEMBEL for sorting for further distribution.
- 1600 - SC 504 who had passengers aboard for LST's 70 and 117 transferred them to their respective ships via breeches buoy.
- 1724 - U.S.S. STEMBEL transferred Lieutenant E. B. Williams, Staff Supply Officer, to L.S.T. 343 by breeches buoy.
- 1730 - Changed course to 280°(T). Convoy was proceeding at nine knots.
- 2000 - Position 11°31.0' N. Lat.; 161°12.0' E. Lat.

LCT(-11)

JULY 16, 1944

- Task Group 53.16 and Task Group 53.17 were steaming on base course 280°(T) at speed of nine knots. There was an interval of 25 miles between the groups.
- 0626 - Task Group formed into AA defense disposition "Charlie 2" preparatory to practice AA shoot.
- 0800 - Position 11°49.0' N. Lat. & 159°34.0' E. Lat.
 - Commenced practice firing at bursts of 5"/38 Cal. fired by STEMBEL. All vessels participated with the exception of the screen.
- 0815 - Ceased firing. Commenced "Deploy Charlie" exercises to acquaint new ships of group with tactical maneuvers to be used on William Day and to iron out any rough spots that might exist.
- 0933 - Returned to cruising disposition #1.
- 0945 - LST 276 reported that they had two stowaway Marines aboard.

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JULY 16, 1944 (continued)

- 0949 - LCI 466, PC 555 and PC 549 came alongside in order named and received U. S. and guard mail for distribution to various ships of the Task Group.
- 1030 - U.S.S. HOLLY maintained position in formation for one hour on one engine while effecting repairs to fresh water leak.
- 1200 - Position 12°03.0' N. Lat.; 158°55.0' E. Lat.
- 1410 - CTG 53.17 reported that in accordance with orders from CTF 53. he was detaching four LCI(G)'s to report to CTF 53. at objective for support of beach demolition parties. LCI(G)s detached were 475, 437, 474 and 442.
- 1416 - Due to question on effective recognition signals among vessels of the Task Group, a mailgram was delivered to all vessels by SC 667 from CTG 53.16 clarifying.
- 1500 - STEMBEL asked U.S.S. BLACK, flagship of CTG 53.17, if she had spare transformer for Baker Love radar. Transformer was needed to make repairs to radar aboard STEMBEL. Upon her reply in the negative she was requested to assist in identification of planes for Task Group 53.16.
- 1545 - CTG 53.16 instructed all LST's to provide laundry facilities to troops in order that they might land on William Day in clean uniforms. This was considered essential for sanitary reasons and to prevent infection in case of wound.
- 1632 - STEMBEL closed PC 549 and received mail.
- 1720 - STEMBEL closed LST 488 and phones were passed. Technical information and parts were received from technician aboard the 488. As result of information and parts received temporary repairs were effected STEMBEL's Baker Love radar.
- 1747 - PC 1125 transferred patient from LST 125 to LST 488 for appendicitis operation.
- 1845 - STEMBEL received SC 667 alongside for transfer of official mail.

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JULY 16, 1944 (continued)

2000 - Position 12°14.0' N. Lat.; 157°52.0' E. Lat.

LCT(-11)

JULY 17, 1944

- Task Group 53.16 followed at an interval of 10 miles by Task Group 53.17 was proceeding on base course 280°(T) at speed of nine knots.
- 0700 - All LST's were instructed by the Task Group Commander to furnish life jackets to troops going ashore on William Day.
- 0733 - STEMBEL changed speed to 15 knots and maneuvered on various courses pending results on "bogey" picked up on radar screen bearing 030°(T) distance 31 miles. ☐
- 0743 - "Bogey" faded from screen.
- 0800 - Position 12°29.5' E. Lat.; 156°06.0' E. Long.
- 0809 - Task Group began exercising at tactical maneuver "Deploy Able". Again defects were noted and corrective measures taken.
- 1118 - Completed tactical exercises.
- 1200 - Position Lat. 12°28.5' N.; Long. 155°41.9' E. Lat.
- 1247 - CRT Horn was received from LST 488 by breeches buoy to assist in effecting repairs to radar aboard the STEMBEL.
- 1300 - Changed base course to 270°(T).
- 1341 - Task Group again exercised at "Deploy Able" tactical maneuvers.
- 1350 - LST 488 proceeded for one hour on one engine while fuel pump on port engine was repaired.
- 1400 - LCT 467 was in trouble (an old story for her). General Motors Technician Lundahl and Lt. Elliot, Staff Engineer-

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JULY 17, 1944 (continued)

- 1400 - ing Officer, were transferred to her from the LST 219 to effect repairs on bull gears.
- 1535 - Completed tactical maneuvers. The Task Group received a "well done" flag hoist from the Commodore.
- 1552 - SC 667 came alongside STEMBEL to deliver guard mail.
- 1720 - U.S.S. HOLLY was ordered to take LCI 467 in tow while repairs were being effected.
- 1758 - STEMBEL Sugar George radar was out of operation.
- 2000 - Position Lat. 12°29.5' N.; Long. 154°47.0' E.
- 2245 - STEMBEL made surface radar contact on Task Group 53.1 who passed well to starboard.

LCT(-11)

JULY 18, 1944

- Task Group 53.16 was steaming on base course 280°(T) at speed of 9 knots on this, William -3 day. Task Group 53.17 was 10 miles astern proceeding on same course.
- 0653 - STEMBEL closed LCI 467, who was in tow by HOLLY, for telephone conversation regarding repairs. It was decided to leave the LCI in tow until objective was reached then she would be released and could maneuver on one engine.
- 0720 - SC 1273 proceeded to Task Group 53.17 and picked up spare parts for water and bilge pump from SC 1325. She also requested parts for the LCI 467 from any ship of the Task Group who might have the necessary parts.
- 0730 - LCI 466 picked up Lt. Elliot and General Motors Technician Lundahl from the LCI 467 preparatory to returning them to LST 219.
- 0800 - Position Lat. 12°47.1' N.; Long. 152°58.0' E.
- 0910 - Received PC 555 alongside the STEMBEL for passing guard mail.

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JULY 18, 1944 (continued)

- 0949 - STEMBEL closed LST 343 for exchange of guard mail.
- 1040 - LCI 466 began having trouble. The U.S.S. ALOE took her in tow while ships force began repairs to clutch bearing. It was estimated that repairs would take 15 hours. General Motors Technician Lundahl remained aboard to help with the repairs.
- 1200 - Position Lat. 12°52.3' N.; Long. 152°20.5' E.
- 1510 - STEMBEL closed LST 488 to return CRT F.M. Horn, USN, via breeches buoy to that ship.
- 1600 - Task Group entered zone (-10) time. Clocks were set back one hour. (Until noted otherwise this war diary will now be in "king" time).

LCT(-10)

1710 - SC 1273 came alongside STEMBEL to deliver guard mail.

2000 - Position 12°05.0' N. Lat.; Long. 150°54.8' E. Long.¹³

LCT(-10)

JULY 19, 1944

- Task Group 53.16 was steaming at base speed of 9 knots on course 280°(T).
Task Group 53.17 was 10 miles astern. This was William -2 day.
- 0600 - YMS's and SC's were directed to refuel and water in accordance with the following schedule:
- | | |
|----------------------|----------------------|
| SC 724 from LST 117 | SC 521 from LST 447 |
| SC 504 from LST 207 | SC 727 from LST 488 |
| YMS 184 from LST 70 | SC 667 from LST 399 |
| YMS 195 from LST 247 | SC 1273 from LST 241 |
| YMS 136 from LST 123 | YMS 216 from LST 220 |
| YMS 242 from LST 219 | YMS 237 from LST 449 |
- 0800 - Position Lat. 13°17.6' N.; Long. 149°10.4' E.
- 0828 - STEMBEL closed the U.S.S. BLACK for telephone conversation

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UNITED STATES PACIFIC FLEET
LST FLOTILLA FIVE
AMPHIBIOUS FORCE SOUTH PACIFIC

c-o Fleet Post Office,
San Francisco, California

S-E-C-R-E-T

1 August 1944.

Subject: War Diary from 0001 (LCT), 1 July 1944, to 2400 (LCT),
31 July 1944.

19 JULY 1944 (continued)

- 0828 - between Task Group Commander 53.16 and Task Group Commander 53.17.
- 0830 - LCI 466 reported that her repairs had been completed. She was no longer in tow.
- 0831 - All YMS's and SC's had completed fueling and watering operations.
- 1200 - Position Lat. 13°15.2' N.; Long. 148°45.1' E.
- 1240 - Commander LST Group 15 aboard LST 488 assumed 500 KCs guard for the Task Group Commander.
- 1315 - STEMBEL assumed NHM guard for Commander LCI Group 37.
- 1322 - The Task Group Commander directed attention of vessels of the Task Group to CTG 53.1 smoke making instructions. The six YMS's plus SC's 504, 521, 667 and 1273 were to constitute the smoke making detail for this group. Each vessel was asked if she had aboard sufficient smoke making equipment.
- 1808 - Task Group 53.16 was informed that William Day was to be 21 July and to make preparations accordingly.
- 1840 - Screening units of the Task Group were informed that STEMBEL would maintain Task Force Fox radio guard for them.
- 2000 - Position Lat. 13°15'N.; Long. 147°44.0' E.
- 2145 - The Task Group Commander passed the latest information regarding conditions of beaches and possibilities of enemy resistance likely to effect operations. The most favorable conditions for the William Day landings existed thanks to the pre-William Day work being accomplished by CTF 53. in paving the way.

JULY 20, 1944 (William -1 Day)

- Task Group 53.16 was steaming on base course 289°(T) at a

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20 JULY 1944 (William -1 Day) (continued)

base speed of six knots. Task Group 53.17 was ten miles
astern.

- 0800 - Position 13°13.0' N. Lat.; Long. 146°29.0' E.
Changed base course to 170°(T).
- 1000 - Changed base course to 269°(T).
- 1010 - The Flagship closed the LST 447 to pick up Sugar Oboe
radar parts for delivery to LST 488.
- 1030 - Lt. Col. Steffan in command of the Marines aboard the
LST's sent word "We are ready and raring to go thanks to
the splendid cooperation we have received from you and
your organization."
- 1046 - The STEMBEL cleared the LST 447 and dropped back to come
alongside LST 207 to pick up films for photographing
activities on William Day.
- 1104 - Cleared the LST 207 and proceeded alongside LST 343 to
pass provisions.
- 1200 - Position 13°01.4' N. Lat.; 146°16.5' E. Long.
- 1215 - The STEMBEL cleared the LST 343 and proceeded alongside
LST 488 and delivered the Sugar Oboe radar parts.
- 1410 - Air search radar contact was made on Guam, Mariana Islands,
our objective, bearing 280°(T), distance 85 miles.
- 1530 - Changed base course to 312°(T).
- 1650 - Task Group 53.17 was detached and proceeded on their own
to the attack area in accordance with approach plans.

The following message was sent by the Commodore to Lt. Col.
Steffan: "It has been a pleasure to work with you. We
will do our damnest to put you properly on the line
tomorrow. Good luck and God speed."
- 1800 - Changed base speed to 7 knots.

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20 JULY 1944 (William -1 Day) (continued).

- 1850 - Closed LST 447 and picked up Lt. P. X. Fugina, Staff Personnel Officer. Lt. Fugina was to remain aboard the flagship to take photographs of action on William Day.
- 2000 - Position 13°23.5' N. Lat.; 145°33.9' E. Long.
- 2010 - Task Group 53.7 passed abeam to starboard distance four miles.
- 2050 - Lt. Comdr. W. R. McCaleb, Commander LCI Group 37, replied, "Wilco" to the Commodore's - "Good luck and hammer hell out of them in the morning." Coming events were to prove that that "Wilco" was really done with a vengeance.

LCT(-10)

21 JULY 1944

Task Group 53.16 was steaming on a base course of 307°(T) at a speed of seven knots in cruising formation #2 (Cruising formation #2 is the formation preparatory to going into tactical maneuvers. This formation is the basic cruising formation with the screen moved into 1000 yards). The course and speed of the Task Group was designed to bring the Task Group into its pre-dawn position for the attack on Guam, Mariana Islands. Task Group 53.17 had departed from the convoy at an earlier hour to reach its appointed area for the attack. Throughout the night the intense bombardment of the beaches and defense installations on Guam was seen and noted with satisfaction.

- 0030 - Task Group 53.16 changed base speed to six knots.
- 0230 - Changed base course to 270°(T).
- 0330 - Base speed was changed to nine knots.
- 0400 - Changed base course to 225°(T) and speed to six knots. The Task Group was now moving into the attack formation with other units of Task Force 53.
- 0430 - Picked up "Bogey" on air radar screen bearing 058°(T) distance 39 miles.

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21 JULY 1944 (continued)

0440 - Changed base course to 165°(T). The "bogey" contact faded.

"Passage to Guam" (Part "A" of this war diary) was now definitely ended. Through the flashes of bursting shells the outlines of the island could be dimly seen. The "big boys" were pouring it on. Ahead was the coming attack and the scene for which the LST's of Flotilla FIVE had been pointing for the past two and one half months of preparation and cruising."

"PART B"

ATTACK ON GUAM

21 JULY 1944

At 0453 Task Group 53.16 went to General Quarters to carry out their mission which was the task of putting the troops and supplies ashore to liberate from the Japanese the territory which once was a possession of the United States. This attack was to be carried out as per detailed in Commander Task Force 53's Attack Order Al65-44 reference to which is made for details of the attack which are too numerous to mention herein.

At 0455 the Task Group Commander gave his group the signal for the tactical maneuver "Deploy Charlie", one of the tactical maneuvers which had been practiced and thoroughly mastered during the passages to the objective. The Task Group was maneuvered into the LST Launching Area. At 0730 the Task Group was on station and prepared for action. The LST's had opened their bow doors at 0639 and were prepared to launch their LVT's. While maneuvering into position LCI's 469, 471, 472 and 473 had rejoined the unit having completed their work with beach demolition and reconnaissance parties. The HOLLY had loosed her tow, LCI 476, and the LCI had maneuvered forward to assume her place with her sister ships for the assault. Brigadier General Noble, ADC Third Marine Division and his Staff had come aboard the U.S.S. STEMBEL to observe in the capacity as advance echelon for the Commanding General, Third Marine Division. Similarly the Divisional Beachmasters and Control Officers had boarded the PC's and SC's of the Task Group to assume their duties.

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The Task Group had at this time been split into the various units for the attack. The LST unit was turned over to Commander Task Unit 53.3.6, Commander V. K. Busck, who was to handle the LST's and LVT's. LST's 29, 71, 244 and 334 serving as a defense unit remained clear of the formation and had proceeded immediately to the LST Pontoon Launching Area. The LCI's of the Task Group were now under the tactical control of Commander Task Unit 53.3.8, Lt. Commander W. R. McCaleb. The Control Unit consisting of the SC's, PC's and the Task Group Flagship, the U.S.S. STEMBEL, with Commander Task Unit 53.3.7, Captain G. B. Carter, was marking the line of departure and transfer line for the LVT waves to the beaches. The two AN's stayed clear of the activities and waited to be assigned duties. The YMS's took up screening stations off the Transport Area.

During the maneuvering to place the Task Group in proper position, the Fire Support Units of the Task Force were pouring in a continuous stream of fire on the beach installations and possible defense locations. Upon reaching their proper station, the U.S.S. STEMBEL expended 12 rounds of 5"38 cal. ammunition on Camel Rock. The PC's of the Control Unit also joined in the bombardment of the beach with their 3"/50 cal. As soon as it began to get light enough to spot targets, the Fire Support Units intensified their bombardment, and waves of planes attacked the beaches, bombing, strafing, and launching rockets.

At 0730 the LST's began launching LVT's. These LVT's began forming up on the line of departure for the first waves of the attack. The line of departure for the waves marked the U.S.S. STEMBEL, SC 504, SC 541, SC 667 and SC 1273. Considerable difficulty in keeping vessels pointed properly was experienced due to a bad current but the waves formed up in a very orderly fashion. At 0800 (HOW hour - 30 minutes) the Control Officer, Captain G. B. Carter, USN, aboard the U.S.S. STEMBEL dispatched the first wave. The LCI(G)'s moved off in front of the first wave giving the beach and surrounding areas a thorough pasting with rockets and 40 and 20 mm gunfire. The first wave struck the beach at 0827. Thereafter each wave was dispatched on schedule. The 22nd and final wave was dispatched at 1040.

Shortly after the last wave had been dispatched the following flag hoist was received from CTG 53.3-"Well done. Mission complete". Upon the receipt of this flag hoist, Task Unit 53.3.7 was dissolved as such and Captain Carter again took charge of Task Group

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31 July 1944.

53.16. SC 1273 and SC 667 were sent to the DUPAGE for duty with CTG 53.3 and SC 521 and SC 504 reported to the APPALACHIAN for duty with CTF 53. The PC's and the remaining two SC's remained close inshore as headquarters ships. At 1234 Brigadier General Noble left the STEMBEL and the flagship retired to the outer transport area and joined the LST's which had previously been maneuvered to this area by Commander Busck as CTU 53.3.6.

The events of the morning had moved in a smooth and well coordinated manner which reflected a well prepared attack plan and ample preparation on the part of all participants. Much credit is due all commanders and their staffs for the efficient manner in which they handled all details. There was absolutely no confusion or delay at any time during the operation.

During the afternoon LST's 70, 123 and 125 launched one each of their self propelled pontoon barges for the transportation of supplies ashore. The LST 71 launched LCT 1000. LST's 447, 488, 247 and 269 were sent in to approximately 1,000 yards of the beach to load casualties. These casualties were taken aboard and later transferred to various APA's. Later it was ordered that no more casualties would be loaded on LST's because they had not unloaded their cargo and did not have the space to accommodate the wounded and therefore resulting in another transfer of them.

SC 1273, SC 521, ALOE and HOLLY were assigned to patrol the entrance of Apra Harbor from sunset to sunrise to prevent the entry or exit of any enemy craft. All LCI's with the exception of 467 and 469 were assigned to various fire support missions.

The LST's with the exceptions of LST 71, who was towing a LCT launching cradle and could only make four knots speed, and the LST 449, who remained in the Transport area departed at 1700 to effect retirement northward in accordance with instructions issued by CTF 53. The LST's were screened by all YMS's of the Task Group plus SC 504, 727, 724 and PC 549. The LCI's 467 and 469 also retired with the group. The SC 667, PC 555, and PC 1125 had remained behind as inshore headquarters ships for the Divisional Beachmasters.

None of the LST's were beached during the day altho it was reported that the beaches were in condition for beaching. Too much mortar fire was falling on the beaches at this time.

22 JULY 1944

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22 JULY 1944

Units of Task Group 53.16 which had executed retirement in accordance with CTG 53. orders were now enroute back to the Island of Guam to continue their work of unloading. The Task Group arrived back in the Transport Area at 0600.

Upon arrival the U.S.S. HOLLY returning from the Apra Harbor Patrol reported that the patrol had been "all quiet".

The Commodore attended a conference aboard the U.S.S. DUPAGE.

Unloading of LST's now began in earnest. At the end of the day's activities the LST's 241, 219, 447, 118 and 399 were reported to be 15% unloaded. Unloading and launching of barges was progressing in accordance with instructions from CTG 53.3. Barges were launched and sent to report to various transports at his request. LST 123 launched all of her barges. LST 343 moved into within 1,000 yards of the beach and began unloading high explosive 105 MM and 75 MM ammunition into DUKWS for delivery to the beaches. The LST 219 went alongside the TITANIA and received urgently needed welding and stock room trailers to be delivered ashore.

The LST's also went into the ordnance business with LST 220, 447 and 247 delivering ammunition to the U.S.S. ST. LOUIS. The LST's 219, 117, 118, 241, 399 and 449 gave ammunition to various destroyers of the Fire Support Unit. LST 219 issued 40 and 20 MM ammunition to the LCI's that were in need of same. LST 241 and LST 269 issued spare 40 MM gun barrels to the LCI's who had burned out gun barrels in shore bombardment missions. The ammunition which the LST's were issuing was ammunition that had been loaded at Purvis Bay and Tulagi, British Solomon Islands, for this purpose.

During the day Commander LST Group Fifteen went ashore and examined the beaches for beaching sites for the LST's to unload on the 23rd. It was found that the beaches would accommodate at least six LST's. It was decided to start beaching the LST's the next morning as the enemy had been pushed back to such an extent that the beaches were comparatively free of mortar fire.

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22 JULY 1944 (continued)

LST 219 was designated as a LVT repair ship and moved into a location near the shore to receive the LVT's who had broken down during the assault and were in need of repairs.

PC's 1125 and 549 were relieved of duty with Division Beach-³ masters as inshore headquarters ships and reported to CTG 53.16 for duty with the Task Group again. They were ordered to join the inner screen about the Transport Area.

Throughout the day the Fire Support Units continued to pound the enemy lines ahead of our troops. Carrier strikes were numerous throughout the day with almost constant bombing and strafing of the enemy. LCI(G)'s moved in several times and sprayed the town of AGANA with rockets and 40 MM fire. During the afternoon the ships unloading had a ringside seat for a tank battle and a tank led advance of our forces into the former U. S. Naval Base at Piti and across to Cabras Island.

At 1730 the Task Group 53.16 again got underway to retire to the northward in accordance with CTF 53 retirement plan. LST's 71, 399, 343, 123, 219 and 247 remained behind carrying out the duties previously mentioned with the exception of the LST 71 which still had the LCT launching cradle in tow. The LST's were accompanied by all YMS's, the PC 1125, PC 549, SC 667 and the STEMBEL as screening units. The LCI(G)'s of the Task Group were all detached from the Task Group temporarily to stand by at all times to carry out fire support missions. The Apra Harbor entrance patrol again took up station.

23 JULY 1944

Units of Task Group 53.16 in company with the Commander Task Group 53.16 aboard the U.S.S. STEMBEL were returning to Guam, Mariana Islands, after having executed retirement for the night in accordance with instructions of CTF 53. At 0201 the U.S.S. STEMBEL, who had air and surface radar guard for the Task Group, made an unidentified air contact bearing 095°(T) distance 22½ miles. At 0216 the Task Group went to General Quarters as the contact had now closed to 9 miles bearing 230°(T). At 0234 the contact faded from the radar screen and all hands secured from General Quarters. Shortly thereafter surface radar contact was made on Task Group 53.19 bearing 270°(T), distance 20 miles.

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23 JULY 1944 (continued)

At 0613 the Flagship, U.S.S. STEMBEL, turned the LST group over to CTU 53.3.6 and proceeded to the vicinity of the DUPAGE to receive any instructions that CTG 53.3 might have for the activities of the LST's and screening units during the day. CTU 53.3.6 proceeded to maneuver the LST group into the outer Transport Area off Asan Beach.

The SC 1273 reported to CTG 53.16 with the information that their Apra Harbor entrance patrol for the night had been without incident. This information was passed on to CTG 53.3.

LST's 70, 123, 125, 207, 241, 399, 343 and 488 were ordered to launch pontoons and instal propulsion units thereon. When the launching and installation was complete these barges were to be dispatched to various APA's of the Transport Divisions to assist in the unloading of supplies. Lt. Bissig of the 1059 Seabee Detachment who had accompanied the LST's from Guadalcanal supervised the launching of the barges and rendered technical assistance.

The LST's were again in the ordnance business and were unloading stocks of naval ammunition. LST's 123 and 269 were alongside the cruiser WICHITA delivering 20 and 40 MM ammunition. The LST 447 gave 5" ammunition to the U.S.S. ST. LOUIS while the LST 449 transferred ammunition to various destroyers.

Various LST's continued to unload. The LST 117 unloaded all of her mobile equipment on the LCT 982 for movement to the beaches. At 0900 LST's 447, 118 and 343 moved into the beach for unloading. The beaches were now comparatively free of mortar fire and this operation was accomplished in safety. The beached LST's concentrated their efforts in getting all vehicles ashore. The unloading of vehicles was greatly aided by the pontoon causeways which had been launched and served as piers for unloading. When LST's cleared the beach at night for retirement the LST 343 was unable to free herself and had to be assisted by the tug APACHE.

All LST's retracted from the beach at approximately 1730 and the Task Group prepared to get underway for retirement. The LST 241 reported that she would be unable to join the Task Group for retirement due to screw casualty. One of the barges which she had been launching had broken loose. The YMS 242 assisted her in retrieving the barge but a

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23 JULY 1944 (continued)

cable became entangled in one screw of the LST resulting in damage there-to. The YMS was ordered to stand by her during night. LST 71 delivered the LCT launching cradle which she had in tow for the past two days to the DUPAGE who hoisted it out of water and was now able to join the unit for retirement for the first time. LST's 207, 241, 399 and 488 remained in the Transport Area to continue work on barges. The PC 549 was left with these LST's. The LST's 118 and 343 were also ordered to remain in the Transport Area by CTG 53.3. The remainder of the Task Group formed up at 1826 and proceeded along the northward retirement route.

A dispatch was received from CTF 53 instructing the Task Group to send an authorized officer to the APPALACHIAN to draw publications and general messages for distribution to the Task Group. The APPALACHIAN was holding nine mail bags for distribution. This message was relayed to the Staff Communication officers aboard the LST 343 for their action.

As the Task Group retired into the night the horizon over Guam was lighted by the flashes of battle and the shelling from naval units. The Marines ashore were making headway but it was slow work against the well dug in defenders who were using every tactic in the book and some that weren't to defeat the purpose of this landing.

24 JULY 1944

Units of Task Group 53.16 in company with Commander Task Group 53.16 aboard the flagship, U.S.S. STEMBEL, were returning to Guam, Mariana Islands, having carried out retirement for the night of July 23-24. Units arrived in the Northern Transport Area off Guam at approximately 0600.

SC 1273 reported that the Apra Harbor entrance patrol had been without incident except that at 0100 they were ordered out of their patrol area by a destroyer to avoid its beach bombardment. The SC requested water and fuel and was sent to LST 241 to top off.

The LST 241 reported that she had managed to clear her propellers and was in operable condition again. The YMS 242 had stood by her thru out the night and was now towing the barge which had broken

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24 JULY 1944 (continued)

loose and caused the trouble.

Beaching of LST's for unloading had begun early with the first LST's (those which had remained in the Transport Area overnight) proceeding to the assigned beaches prior to 0600. These LST's were LST 488, 207, 399 and 219. It was planned to have all LST's complete the unloading of their vehicles (cargo) on this date. During the morning the Commodore visited the beach for an inspection of beaching sites and the work progressing there. In addition to the LST's beached at an early hour the following LST's were beached - LST's 117, 123, 70, 125, 241 and 269. At the end of the day percentages of cargo reported unloaded by LST's were:-

LST 70	-	10%	LST 117	-	50%
LST 118	-	50%	LST 207	-	65%
LST 219	-	20%	LST 220	-	15%
LST 123	-	65%	LST 125	-	20%
LST 241	-	40%	LST 247	-	15%
LST 343	-	80%	LST 269	-	50%
LST 399	-	60%	LST 447	-	85%
LST 449	-	20%	LST 488	-	50%

LST's 29, 71, 244, 334 of the Defense Group had not begun to unload as yet. Unloading on the beaches was being supervised by Commander LST Group 15 who was doing a very commendable job on the work there.

The YMS's of the Task Group watered and fueled from LST's 343, 241, 118, 71, 244 and 29. All LCI's took on water and provisions from assigned transports. The battleship NEW MEXICO advised that she had 60,000 gallons of fresh water available and would have an additional 10,000 daily to furnish small craft. This word was passed to all small craft of the Task Group with instructions to make arrangements direct with the NEW MEXICO to supply their needs as they might arise.

Orders were received from CTG 53.3 for the assignment of all craft of Task Group 53.16 to various transports of the Transport Divisions present for provisioning and watering to capacity prior to departure of the transports at an early date. Transports were instructed to

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24 JULY 1944 (continued)

make available all provisions that they would not need for their return trip. Assignments were made by CTG 53.16 and each vessel was instructed to make arrangements with their respective provisioning ship directly and to begin operations immediately in all instances where practicable and where such operations would not interfere with the unloading of LST's. These operations progressed throughout the afternoon.

LST 70 transferred 40 and 20 MM ammunition to LCI 467. The first available LST's after unloading were ordered alongside the APA's WAYNE, ADAMS, HAYES and ACQUARIUS to receive their cargo ammunition for distribution to ships as the needs arise. The LST 343 transferred ammunition to a destroyer of the Fire Support Unit. In connection with the ammunition distribution and handling CTU 53.3.5, Commander of Destroyer Screening Unit, reported that all destroyers would transfer all but 10% of their ammunition to vessels of the fire support units and other vessels needing same prior to their departure from this area for the rear areas.

At 1300 Lt. Commander Miner, captain of LST 71 and Lieut. Bissig came aboard the flagship for conference with the Commodore. Lt. Bissig reported that the barges launched by the LST's were performing satisfactorily but that a few had stuck on beaches. He suggested sending one of his Seabee officers ashore to see if he could assist in getting these barges clear and keeping others from sticking.

At 1730 the Task Group formed up for retirement. In company with CTG 53.16 aboard the U.S.S. STEMBEL for retirement were LST's 29, 71, 117, 219, 244, 334, 447; YMS's 136, 184, 195, 216, 237, 242; SC 667; PC's 549, 1125. LST's 123, 70, 399, 241, 117, 125, 207 and 269 remained on the beaches for the night continuing unloading operations. LST 343 remained behind to accomplish urgent repairs to main engine. It was anticipated that it would take 12 hours to accomplish these repairs. The vessels composing the Apra Harbor entrance patrol were dispatched to their duties. The remainder of the vessels remained within the area for the night.

The bombing and shelling of enemy installations and defenses was continuing at an unabated pace. Resistance was stiff in all areas and the Marines were having slow and tough going of it. The news of

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c/o Fleet Post Office,
San Francisco, California,

S-E-C-R-E-T

1 August 1944.

Subject: War Diary from 0001 (LCT), 1 July 1944 to 2400 (LCT),
31 July 1944.

24 JULY 1944 (continued)

the landings on Tinian were received with enthusiasm. The occupation of the Marianas was continuing.

25 JULY 1944

The flagship, U.S.S. STEMBEL, with Commander Task Group 53.16 aboard, with units of Task Group 53.16 in company were returning to Guam, Mariana Islands, along reverse route to retirement of preceding evening. The units of the Task Group reached their respective areas within the Northern Transport Area at 0615. The vessels with specific duty assignments proceeded immediately upon execution of these duties.

At 0633 the SC 667 reported that she was investigating a doubtful sound contact. Results of her investigation were negative. Shortly before dawn the Transport screen had reported a possible sub contact. The Transport screen again made sound contact shortly after SC 667 secured from her investigations and proceeded to attack with depth charges. Results were one possible kill evidenced by a considerable quantity of debris and oil on water.

LST's 207, 241, 118, 125, 247, 220, 449 and 488 were on beaches at day break unloading. Unloading operations were still occasionally being hampered by gunfire (mortar) on the beaches. LST 343 was sent into the beach where she and the LST 449 delivered spare propulsion units to the boat pool ashore. LST 399 after completing other assignments was beached in mid afternoon for unloading. LST 269 was assisted in unloading by the TITANIA who removed radar van and bulldozer to be transferred to beach by LCT. At the end of the day's unloading CTG 53.16 reported the following percentages unloaded:

LST 70	-	25%	LST 117	-	60%
LST 118	-	70%	LST 123	-	60%
LST 125	-	75%	LST 207	-	15%
LST 219	-	28%	LST 220	-	50%
LST 241	-	50%	LST 247	-	25%
LST 269	-	55%	LST 343	-	80%
LST 399	-	60%	LST 447	-	85%
LST 449	-	20%	LST 488	-	50%

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By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/A12-1
Serial 00154

L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

c/o Fleet Post Office,
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25 JULY 1944 (continued)

LST's 29, 71, 244, 334 of Defense Group Two had not yet begun to unload. They were scheduled to begin unloading on the 26th.

Units of Task Group 53.16 continued provisioning and watering throughout the day from Transport Divisions as per assignments given the previous day. Schedules had been arranged so as not to interfere with unloading operations.

LST 123 loading smoke pots and smoke munitions from TU 53.3.1. LST 399 loaded depth charges from Acquarius. LST 118 received 642 rounds of 8" ammunition from the ADAMS and JACKSON.

Inquiries were made of Commander LCI Group 37 as to how his group was getting along and if they needed anything. He reported that all were doing fine but they were continuing to burn out 40 MM gun barrels. Their present needs were two 40 MM gun barrels and two 20 MM magazine interlocking groups. CTG 53.16 immediately began canvassing his group for these items. The LCI's were continuing their patrols close to the shore line and periodically bombarded various areas and concentrations of the enemy. Their participation in such actions was a source of much envy to the remainder of the units of the Task Group. This envy was summed up in the following visual from CTG 53.3 to CTF 53 quote LST's are envious that LCI's are having so much fun when LST's have such heavy fire power unquote.

Staff Communication officers aboard the LST 343 began distribution of Officer Messenger Mail, publications and copies of general radio traffic to vessels of the Task Group. This included the publications and mail which had been picked up from the APPALACHIAN in response to his dispatch.

At 1200 the STEMBEL departed to the Northern Transport Area and proceeded to the Southern Transport Area where she closed the U.S.S. BLACK. Commander W. R. McFall, Commander Task Group 53.17, came aboard by Higgins boat for conference with Commander Task Group 53.16 prior to his departure from this area. During this conference the two flagships were well inshore providing a very good "ringside seat" of Marine batteries at the base of Orote Peninsula shelling Jap held positions on the Peninsula. The STEMBEL either attracted small arms fire or stray

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shots for occasional shots whizzed about the ship. LST 481 and 247 of Task Group 53.17 were observed to have taken numerous mortar hits resulting in considerable damage.

At 1500 Commander E. A. McFall left the STEMBEL and the flagship proceeded at 25 knots to rejoin her brood in the Northern Transport Area. The Apra Harbor entrance patrol was dispatched to their duties and the Commander of the Task Group gathered his ships and formed them up for retirement at 1700. Ships in company for retirement were LST's 29, 70, 71, 123, 117, 219, 269, 334 and 447, plus YMS's 136, 184, 195, 216, 237, 242 and PC 1125 for screening units. The remainder of the Task Group was beached unloading or carrying out other assignments which did not permit their joining for retirement. At 1750 while on retirement course a friendly aircraft dropped one bomb approximately 200 yards off the flagship's port quarter evidently by accident.

Commander E. A. McFall upon return to his flagship, the U.S.S. BLACK shifted his flag aboard the LST 276 and became CTU 53.18.1, and with LST's 38, 41, 78, 122, 227, 243, 471, 481, plus LCI's 365, SC1326, YMS's 151 and 321 departed Guam, Mariana Islands, for Eniwetok, Marshall Islands at 1600. Upon arrival SC 1326 and LCI 365 will require battle damage repairs. Commander R. W. Cutler, Commander L.S.T. Group 13, in LST 446 assumed duties as CTG 53.17. The above vessels prior to departure had been serving under tactical command of Commander L.S.T. Flotilla FIVE as CTG 53.16 since early May 1944.

During the night dispatch was received detaching from Task Group 53.16 the SC's 504 and 521 who were to proceed with APPALACHIAN to the Southern Transport Area and carry out duties with CTF 53. Additions to the Task Group upon departure of the Transport Divisions on the 26th were also received. The U.S.S. RIXEY and U.S.S. WHARTON were to be added to Task Group 53.16. In addition Task Group 53.16 was to assume command of all units in the Northern Transport Area upon the dissolving of Task Group 53.3 and the departure of the Transport Divisions.

26 JULY 1944

Commander Task Group 53.16 with ships in company, having executed planned retirement from Asan Beach, Guam, Mariana Islands, was

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returning to that area. The Northern Transport Area off Asan Beach was reached at 0545.

Morning report of disposition of LST's from Commander IST Group 15 who had remained on beach overnight aboard his flagship, LST 488, placed LST's as follows - LST's 125, 207, 343, 220, 118, 241, 449 and 488 on beaches unloading. Defense Group 2 consisting of LST's 29, 71, 244 and 334 were enroute to Red Beaches to begin unloading. LST 247 had retracted from the beach during night having completed unloading except for Naval ammo.

In preparation to assuming command of activities off Asan Beach upon the departure of CTG 53.3, CTG 53.16 requested that Captain Strong, Marine Beach Control Officer, report aboard for conference. Captain Strong was unable to come aboard because at that time the beach was under fire and he had quite a casualty problem to handle. At 0650 he reported that LST's on the beach had to cease unloading activities due to heavy fire from the enemy. To cope with the casualty problem LST's were being used as dressing stations for wounded. LST's 117 and 123 sent medical parties to beaches to assist in caring for the wounded. LST's 207 and 447 were assigned as hospital ships and received wounded for transfer to RIXEY and WHARTON. During the afternoon following the shelling of the beach 150 casualties were transferred to RIXEY. In addition to this 20 were aboard LST's.

SC 1273 reported that the Apra Harbor Entrance Patrol had been without incident.

Upon arrival at transport area all YMS's proceeded to their screening duties outside the transport area. This was their station each day unless otherwise ordered.

Commanding Officers of PC 549, PC 1125, SC 667, SC 727, reported aboard the flagship, U.S.S. STEMBEL, for conference with CTG 53.16.

Dispatch orders were received from CTF 53 instructing CTG 53.16 to have 17 of his LST's completely unloaded and ready to sail at 1400 on 27th. CTG 53.16 designated all LST's of Task Group 53.16 with the exceptions of LST's 220, 343, 447 to stand by to carry out these

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orders. Commander L.S.T. Group 15 reported that due to interruptions by the enemy this dead line could not be met. At 1153 all LST's were ordered off beaches by Commanding General Third Marine Division due to heavy shell fire on the beaches and the imminent possibility of strong counter attack by the Japs thus delaying the unloading of LST's to a considerable extent. Due to these circumstances CTF 53 revised the sailing date of the 17 LST's to the 28th.

At 1200 the Flagship stood alongside the U.S.S. ENORME off Agat Beach in the Southern Transport Area and took on fuel. The Flagship then returned to the Northern Transport Area and control of the Area passed to CTG 53.16 from CTG 53.3 who was then departing.

Upon the departure of CTG 53.3, the U.S.S. RIXEY, the U.S.S. WHARTON, and the U.S.S. APACHE reported to Commander Task Group 53.16 for duty with his command.

CTG 53.16 upon assuming his duties as Control Officer of the Transport Area prepared instructions for the disposition, berthing and protection of small craft in case of heavy weather. Heavy weather caused by passing typhoon was a strong possibility in these waters at this season. These instructions were passed to PC 549 for delivery to all units in this area plus the boat pool ashore.

Ordnance activities during the day included the delivery of 8" ammunition to the U.S.S. WICHITA by LST's 117 and 118. LST's 334 and 207 each gave two spare 40 MM gun barrels to LCI(G)'s. The Commanding General Third Marine Division requested that any 75 or 105 MM ammunition aboard LST's be delivered at once for use in his guns. LST 343 had 54 rounds of 75 MM available and delivery was made by boat. LST 244 had 50 rounds of 75 MM aboard that could not be reached until her cargo was unloaded.

Unloading of LST's had not been resumed since they had been ordered from the beach in the morning. CTF 53 requested that unloading be resumed on the morning of the 27th and be expedited as much as possible. Captain Strong stated that if he did not advise otherwise the beach parties would be ready to begin unloading again at 0800 on the 27th. At the end of the day's activities LST's reported the following percentages unloaded:-

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LST 70	-	25%	LST 117	-	50%
LST 118	-	85%	LST 123	-	65%
LST 125	-	100%	LST 207	-	65%
LST 219	-	28%	LST 220	-	75%
LST 241	-	75%	LST 247	-	100%
LST 269	-	65%	LST 343	-	85%
LST 399	-	60%	LST 447	-	85%
LST 449	-	50%	LST 488	-	55%

LST's of the Defense Group 2 had not begun unloading as yet. They had just reached beach when LST's were ordered off. The above figures does not include Naval ammunition aboard the LST's or in the case of LST 399 60 tons of cargo picked up from Transports.

LCI 467 received her gears for repair to engines from the LCI 437 which ship had received them from the NEW ORLEANS who had brought them to this area from the AGENOR at Saipan. The LCI 467 had been doing a commendable job on one screw. Now the means were at hand to put her back on two screws.

At 1730 CTG 53.16 began gathering his brood for retirement. Due to shelling of the beaches and no possibility of further unloading until 0800 on the 27th all LST's were to accompany the Task Group. These were screened by PC 549, PC 1125, SC 667, SC 724 and all YMS's of Task Group 53.16. The U.S.S. APACHE also accompanied the Task Group while the other new additions, RIXEY and WHARTON, remained in the Transport Area to accept casualties throughout the night. The Apra Harbor entrance patrol was stationed with the substitution of SC 727 for SC 521 who was now in company with CTF 53.

Considerable difficulty was had in getting LST 241 clear of reef line where she had been stuck since orders had been received in the morning to clear the beach. She was finally cleared with the help of the APACHE at about 1830 and the Task Group immediately proceeded along its designated retirement route.

27 JULY 1944

Commander Task Group 53.16 with ships in company was enroute to Northern Transport Area off Asan Beach, Mariana Islands, along

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reverse of assigned retirement route.

At 0600 the Transport Area was reached and LST's moved in-shore to beaches to complete unloading. Beaches were relatively free of shelling now so all LST's not assigned other duties were beached. This included LST 29, 71, 244 and 334 of Defense Group 2. LST 244 launched her pontoons to assist in unloading of rolling stock. Comdr. V. K. Busck, Commander L.S.T. Group 15, and Captain Strong, Marine Control Officer, came aboard the U.S.S. STEMBEL for a conference on unloading.

LST's were again "passing the ammunition". LST 118 transferred ammunition to the MINNEAPOLIS. LST 124 delivered 600 rounds of AA common to DD HAGGARD, and while doing so launched her side carry pontoons and began unloading cargo on them to be transferred to the beach. Upon completion of transferring ammunition, she gave the remainder of her Naval ammo to the LST 220 so that she could beach and complete the unloading of her cargo ashore. Every effort was being made to dispose of all Naval ammunition prior departure of LST's. LCI Group 37 advised that his group could take all rockets aboard LST's plus 10,000 rounds of 40 MM ammunition.

At 1300 CTG 53.16 and all vessels of TG 53.16 reported to CTG 53.2 who was stationed in the Southern Transport Area, for duty under his command. CTG 53.2 was now in command of all activities at Guam.

The ALOE, HOLLY, all YMS's of Task Group 53.16 and all available Marine shallow water mine sweeps reported to CTG 53.2 to assist in sweeping Apra Harbor. Demolition crews from the GRAPPLE (of TG 53.17) had previously disposed of sunken Jap AK blocking entrance channel.

LCI 467 with General Motors Technician Lundahl aboard to assist was alongside the U.S.S. GRAPPLE for installation of gears in starboard screw.

RIXEY reported that she had 181 stretcher and 194 ambulatory casualties aboard. WHARTON reported 105 stretcher and 368 ambulatory casualties.

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CTF 53 advised that all LCI ramps now in Task Group 53.16 which had been brought along for reinstallation on LCI(G)'s should the necessity arise for the LCI(G)'s to be used in landing troops, should be returned to PEARL HARBOR by LST's returning there. The ALOE, and HOLLY therefore delivered ramps that they had been carrying to LST's who had been designated to return to Pearl.

LCI(G)'s had been continuing their good work in support of the Marines ashore. In recognition of their work the Commanding General Third Marine Division sent the following message:- "During the nights of 25 and 26 July LCI gunboats firing into our left front provided security for our division left flank by denying Agana from Asan road to the enemy. Lt. Hayden, Liaison Officer on gunboat, reports rockets set five large fires and caused two explosions in target areas. This destruction of enemy supplies combined with close support of our Third Battalion has proved to be of great assistance in our advance. Please pass thanks to responsible Naval support."

At the end of the day's unloading activities LST's reported the following percentage unloaded:-

LST 70	-	70%	LST 117	-	75%
LST 118	-	75%	LST 123	-	67%
LST 125	-	100%	LST 207	-	100%
LST 219	-	50%	LST 220	-	75%
LST 241	-	100%	LST 247	-	100%
LST 269	-	80%	LST 343	-	85%
LST 399	-	55%	LST 449	-	55%
LST 488	-	100%	LST 447	-	100%

No progress reports had been received from the LST's of Defense Group 2. Every effort was being made to anticipate the sailing date set as 1600 28th July for 17 LST's of this group.

At 1840 units of Task Group 53.16 began forming up for retirement. Unloading on the beaches was to continue thruout the night so most of the LST's remained there. The APACHE remained off the beaches to assist in any way in which she might be needed throughout the night. The Apra Harbor entrance patrol had taken their patrol areas. The RIXEY and WHARTON remained in the Transport Area to accept casualties.

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Included in convoy for retirement was LST's 125, 207, 241, 247 and 488 screened by YMS's 136, 184, 195, 237, 242, SC 667, 727, PC 549, 1125

28 JULY 1944

CTG 53.16 aboard U.S.S. STEMBEL with ships in company returned to Northern Transport Area, Agana Bay, Guam, Mariana Islands at 0553.

Work was immediately begun with emphasis on completion of unloading of all LST's designated to depart on this date. These vessels were completely unloaded and ready to depart by 1500.

Staff members of Task Group 53.16 aboard the flagship U.S.S. STEMBEL delivered orders to the ships who had been designated by CTF 53 to depart. At 1100 the STEMBEL proceeded to the Southern Transport Area off Agat Beach and delivered departure instructions to ships of the Task Unit 53.18.2 which was being formed. These ships were instructed to rendezvous with the remainder of departing ships in Northern Transport Area prior to 1600.

All temporary duty fire fighting personnel who had been attached to LST Flotilla FIVE for this operation were given orders to return to the South Pacific. This personnel was collected from the various ships of the Flotilla and placed aboard the LST 227 for return to the South Pacific.

During the morning all small craft which were to depart topped off with fuel and water from TG 53.19 to capacity.

At 1600 Task Unit 53.18.2 consisting of Commander V. K. Busck as OTC in LST 488 and Commander R. W. Cutler in LST 446 plus LST's 70, 118, 117, 123, 125, 207, 219, 241, 247, 269, 399 and 449 of Task Group 53.16 and LST's 270, 481, 482 and 227 of Task Group 53.17; LCI's 439, 440, 475 and 399 screened by YMS's 184 and 266; SC's 667 and 1273, and PC 1136 formed into cruising formation and departed for Eniwetok, Marshall Islands, in accordance with orders from CTF 53. Upon departure of Commander R. W. Cutler from Agat Transport Area Task Group 53.17 was dissolved. Of Task Unit 53.18.2 all LST's with the exception of LST 227 were destined for further routing to Pearl Harbor. The LST 227

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28 JULY 1944 (continued)

was to be routed to the South Pacific. Upon arrival Pearl Harbor LST 481 and all four LCI's were to have battle damages repaired (see War Diaries of these ships for details of damage). LST 446 was recommended for navy yard overhaul.

To replace these losses to Task Group 53.16, the South African Victory (merchant ship) was escorted from Southern Transport Area and turned over to CTG 53.16 for unloading. Her cargo consisted primarily of ammunition to be discharged ashore. The hospital ship BOUNTIFUL arrived to replace the RIDKEY and WHARTON upon their departure and receive the casualties arriving at Asan Beach.

PC 1125 was designated to replace SC 667, who had departed the area, on the Apra Harbor entrance patrol.

LST's of Defense Group 2 and LST's remaining with Commander Task Group 53.16 had beached to continue unloading operations as soon as the beach parties were ready for them after the departing LST's had finished unloading and retracted. At the end of the day's activities the following percentages were reported unloaded:-

LST 29	-	45%	LST 71	-	45%
LST 334	-	45%	LST 244	-	45%
LST 343	-	94%	LST 220	-	95%
LST 447	-	100%			

These figures represent percentages of cargo to be unloaded on beach. In addition LST 343 had aboard 75 tons of naval ammunition and LST 220 had 90 tons. LST 220 was accepting all but 10% of ammunition from combat ships departing this area for the rear areas. This ammunition was being issued daily to ships of the fire support units as they called for it.

Task Group 53.16 now consisting of LST's 29, 71, 334, 244, 343, 220, 447; LCI's 464, 465, 467, 469, 471, 473, 472 (all standing by to furnish fire support to Marines' left flank on fall); SC 727, PC 1125, ALOE, HOLLY (on Apra Harbor entrance patrol); SC 724, PC's 549 and 555; APACHE, RIDKEY, WHARTON, BOUNTIFUL, SOUTH AFRICAN VICTORY, were not to retire. Unloading of remaining cargo was due to continue throughout the night.

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Work was progressing at a fast rate to unload SS SOUTH AFRICAN VICTORY so she could proceed to Apra Harbor for further unloading.

At 1800 all LST's except LST 447 were on Asan Beach. At 1817 enemy artillery fire began landing on beach in vicinity of LST's. In short order the LST's seemed to be completely boxed in with artillery fire. Luckily there were no hits scored but one man on LST was wounded by shrapnel. Orders were given by CTG 53.16 to LST's to retract from beach and LST's immediately began to comply. Other ships unloading in Transport Area were told to move out of range of enemy fire. Source of enemy fire were several enemy batteries which had been moved into the vicinity of Agana Town and the mountains overlooking the town. It was assumed that spotting for this enemy fire was being done by spotters near Agana town.

LCI gunboats of Task Group 53.16 in the vicinity immediately moved into the waters near Agana Beach and began to hammer the artillery positions with 40MM fire to cover retreat of LST's. The Japs now began to pick targets at random about Agana Bay. Fire was coming uncomfortably close to several ships. At 1852 the flagship, STEMBEL, moved into Agana Beach and opened fire on artillery positions with 40MM and 20MM guns to help cover retreat of LST's. All LST's with the exception of 343 and 244 were now off the beach. These two were having difficulty in retracting and were still drawing fire. The U.S.S. APACHE moved into assist. At 1920 LST 343 cleared the beach and shortly thereafter the 244. The LCI's and STEMBEL cleared the immediate area of Agana Beach and cruisers continued firing on the mountain positions. For further details of this action attention is invited to the U.S.S. STEMBEL action report, reference DD644-A16-3/Serial 043 of 30 July, 1944.

The U.S.S. STEMBEL received word that she had been assigned to the Fire Support Unit and to stand by for call fire thru out the night.

29 JULY 1944

Task Group 53.16 was lying off Asan Beach. Unloading was not progressing as had been planned for the night due to shell fire which had forced LST's from the beach. The flagship, U.S.S. STEMBEL,

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29 JULY 1944 (continued)

delivered call fire from main battery in response to call for shore fire missions from Commanding General Third Marine Division throughout the period from midnight to dawn.

At 0630 Captain R. T. Strong, Beach Control Office and Acting Port Director Guam, advised that the beaches were now free of shell fire and that unloading operations could be resumed. LST's 29, 71, 244, 334, 343 and 220 returned to the same beaches as was occupied on the previous day to continue their unloading. Unloading of the SS SOUTH AFRICAN VICTORY was continuing but was subject to considerable delay due to lack of cooperation on part of ship itself. The U.S.S. RIXEY contributed 30 cargo nets to assist in her unloading. This ship was also guilty of interfering with gunfire from Fire Support Units during the preceding night. The Commanding Officer was called aboard the flagship of Commander Task Group 53.16 for conference. Because of lack of cooperation and the pressing need for ammunition aboard her for the guns ashore, it was decided to continue the work of unloading her throughout the night.

At 1700 the U.S.S. RIXEY and U.S.S. WHARTON were detached from this command departed with Task Unit 53.14.5 for Eniwetok.

LST 220 was nominated to remain in this area upon departure of Task Group 53.16 and serve as naval ammunition storage ship as directed by CTG 53.2.

At 1700 Captain G. B. Carter, Commander Task Group 53.16 shifted his pennant from the U.S.S. STEMBEL (DD-644) to LST 343. His staff from the U.S.S. STEMBEL consisting of five officers and nine enlisted men of LST Flotilla FIVE accompanied him. The remainder of the staff of Commander LST Flotilla FIVE had previously been transferred to LST 343 from various ships of Task Group 53.16. The staff was once again consolidated in one ship.

The U.S.S. STEMBEL transferred 950 rounds of 5"/38 cal. ammunition to the U.S.S. TERRY (DD-513) in preparation to departure from this area. Her orders at present were to stand by and remain with Task Group 53.16.

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Subject: War Diary from 0001 (LCT), 1 July 1944, to 2400 (LCT),
31 July 1944.

29 JULY 1944 (continued)

Task Group 53.16 remained in Agana Bay Area with intention of continuing the unloading of cargo throughout the night. Weather deteriorating and ground swells had become quite heavy. This condition had hampered unloading throughout the day and was such that LST's were forced to retract and stand out from surf area. Unloading report for 1600 showed LST's 220, 343 and 447 completely unloaded of basic cargo and LST's 71, 244 and 334, 50% unloaded. LST's 343 and 220 still had 60 and 90 tons of naval ammunition respectively. The SOUTH AFRICAN VICTORY was 25% unloaded of cargo destined for this beach.

Due to weather conditions ships were directed to hoist in all small boats and be prepared to stand out to sea at anytime. Barges and other small craft were directed to be prepared to stand into Tepungan Bay or Apra Harbor for protection.

30 JULY 1944

Task Group 53.16 had remained in Northern Transport area off Asan Beach, Guam, overnight. Considerable bad weather in form of frequent rain squalls and increasing ground swells had been experienced. This combined with strong off shore current and consequent drifting of vessels proved quite hazardous.

At 0645 LST's 29, 71, 244 and 334 returned to beaches and unloading was begun under unfavorable conditions.

At 0715 the SS CAPE TRINITY loaded with ammunition and escorted by the U.S.S. PATTERSON reported to CTG 53.16 for unloading. She was ordered to lay to 2000 yards off beach and shore parties boarded her immediately to begin operations. Stowage of ammunition aboard was found to have been made without consideration of necessary safety measures. Ammunition and fuze boxes loosely stowed and not secured. Detonators and rocket fuzes were stowed on top of 8" powder charges. Every possible safety precaution had to be taken in unloading. The U.S.S. PATTERSON was relieved and returned to her screening duties off the Southern Transport area.

Side carry pontoon barges brought into the area by LST's were performing excellent service as an unloading medium between ships and shore.

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/A12-1
Serial 00154

L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET ^{ES}
Office of the Commander

c/o Fleet Post Office,
San Francisco, California,
1 August 1944.

S-E-C-R-E-T

Subject: War Diary from 0001 (LCT), 1 July 1944, to 2400 (LCT),
31 July 1944.

30 JULY 1944 (continued)

PC 549 attempted to take on fuel during the day from LST 220 but because of the heavy ground swells had been unable to remain alongside.

PC 555 reported that two DUKWS and seven men aboard the DUKWS had disappeared during the heavy weather of the preceding night while transferring casualties to the U.S.S. BOUNTIFUL. All ships were requested to be on lookout for them.

YMS's began sweeping Apra Harbor in earnest preparing it for use of ships for unloading and anchoring. The ALOE and HOLLY were busy removing barrier nets and inspecting buoys. The U.S.S. GRAPPLE had its divers inspecting moorings used by the Japs and placing other moorings.

Unloading percentages for units of Task Group 53.16 at end of the day were as follows: LST's 29, 244, 334, 80% unloaded; LST 71 - 100%; SOUTH AFRICAN VICTORY 90%. No report was received on CAPE TRINITY.

Weather had continued unfavorable throughout the day with heavy weather ground swells breaking on the reef off the beaches and retarding unloading operations. Several DUKWS had been damaged in unloading LST's in the shallow surf.

At 1600 the U.S.S. BOUNTIFUL reported 36 stretcher and 23 ambulatory casualties aboard. She put ashore a medical field hospital unit to assist with the casualty problem there.

For retirement the U.S.S. STEMBEL took charge of LST's 220, 71, 29, 244, 334; PC 724, CAPE TRINITY, SOUTH AFRICAN VICTORY, and at 1750 departed along prescribed route. The remainder of Task Group 53.16 remained with CTG 53.16 in Agana Bay.

31 JULY 1944

At 0600 LST 343, flagship of Commander Task Group 53.16, was joined by units of Task Group 53.16, who had retired with U.S.S. STEMBEL in charge. STEMBEL reported that retirement had been successful and without incident.

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1 August 1944.

Subject: War Diary from 0001 (LCT), 1 July 1944, to 2400 (LCT),
----- 31 July 1944. -----

31 JULY 1944 (continued)

LST's 29, 244 and 334 immediately proceeded to the beach to finish unloading. The SS CAPE TRINITY returned to its previous position and unloading operations were soon in full swing again. There was still considerable ground swell that promised to hamper operations considerably. The SS SOUTH AFRICAN VICTORY was sent to Apra Harbor to unload and was detached from this area.

LST 244 upon completing her unloading at beach at approximately 1200 went alongside the SS CAPE TRINITY to use booms aboard that ship to lift a six ton trailer to barge for transportation to beach. Again LST side carry pontoons came in handy. This time due to heavy swells and consequent pounding against pontoon fittings on side of CAPE TRINITY and possibility of damaging side of LST it was necessary to use a 2 x 18 pontoon section as a camel.

Weather conditions continued to deteriorate with 25 to 30 knot winds from a westerly direction forecast for the night.

In spite of unfavorable sea conditions at 1800 CTG 53.16 was able to report all LST's completely unloaded and CAPE TRINITY 20% unloaded of that portion of her cargo destined for Asan Beach. The only cargo remaining aboard LST's was the remnant naval ammunition aboard the LST 220.

Apra Harbor was now in use and various units from the Southern Transport area moved into it for anchorage. Ships carrying cargo were entering the harbor to use its facilities to facilitate the speedy unloading of their cargoes.

At 1900 CTG 53.16 in LST 343 gathered his cohorts, the U.S.S. STEMBEL, CAPE TRINITY, LST's 71, 220, 244, 344; SC 724; PC's 549 and 555 for retirement. The remainder of the Task Group (PC 1125, SC 727, ALOE, HOLLY, BOUNTIFUL, 8 LCI's and 5 YMS's), remained behind at their assigned duties.

C-O-N-C-L-U-S-I-O-N

The "Attack on Guam" can now be considered closed. The fighting had progressed far beyond the beachhead stage. The Apra Harbor and

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Subject: War Diary from 0001 (LCT), 1 July 1944, to 2400 (LCT),
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CONCLUSION (Continued)

the airfield on Orote Peninsula were in our hands and were being used against the enemy. Operations now were in the "consolidating and mopping up" stage.

During the attack on Guam Task Group 53.16 had performed all duties which had come its way in an excellent and well coordinated manner. In the initial landings on the 21st all ships had calmly gone about their tasks and contributed in a highly satisfactory manner to the success of that operation. All units of the Task Group conducted themselves in a highly commendable manner.

Working a considerable portion of the time under unfavorable conditions and on occasions under mortar and shell fire, the LST's of the Task Group carried out their unloading operations ably aided by the working parties ashore and the gratifying cooperation of Captain R. T. Strong who was in charge of these operations. Commander LST Group 15, Commander V. K. Busck, directed the activities of the LST's in unloading and did an exceptionally fine job under the difficulties.

The U.S.S. STEMBEL who had served as a flagship during the passage to the objective and the attack thereupon, did a commendable job in that capacity. The cooperation and loyalty displayed by the officers and men of the STEMBEL was a source of satisfaction and pleasure to the Commander Task Group 53.16 and his staff. The repairs and technical services rendered YMS's and SC's of the screen contributed highly to the proper functioning of those units.

The outstanding performance of the Task Group was turned in by the LCI gunboats operating in close conjunction with the forces of the Third Marine Division and furnishing close fire support during the early phases of the Battle of Guam. Their devastating fire power with rockets and 40 MM guns was a source of constant protection and security to the left flank of our beachhead. Appreciation for this service has been indicated by quoted version of message from the Commanding General of the Third Marines. The missions assigned to these LCI's were a constant source of envy to the remainder of the Task Group. Commander Task Group 53.16 is justly proud of the "ELSTEBITEMS" under his command. It is recommended however, that when use of LCI's for missions as served at Guam is anticipated, arrangements be made for LCI's to carry 6 to 9 spare 40 MM gun barrels. The volume of fire delivered by these LCI's was such that the Task Group had to be combed to keep them

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CONCLUSION (continued)

supplied with workable gun barrels.

The variety of services which LST's can perform were again proved by the occasions for these services which arose during this phase of the campaign for the Mariana Islands. LST's served as dressing stations for casualties, hospital ships, ammunition storage ships, fuel ships and water ships for small craft, as well as carrying out the primary purposes of their design - that of getting the troops and supplies ashore. Pontoon side carry equipment delivered by LST's proved invaluable in unloading operations over the coral reefs and with the propulsion units as a valuable medium for transporting cargo from the ships laying to in Agana Bay.

Commander Task Group 53.16 (Commander LST Flotilla FIVE) was extremely proud of the part in this attack on the enemy that his forces had been privileged to participate in and the efficiency with which they had done their job.

G. B. Carter
G. B. CARTER

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