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

S-E-C-ENT

From: The Commander, L.S.T. FLOTILLA FIVE.
To: The Commander in Chief, United States Fleet.
Subject: War Diary from 0001 Love, 1 May 1944, to 2400 Love, 30 May 1944.

FLOTILLA ORGANIZATION


L.S.T. GROUP THIRTEEN

Commander, L.S.T. Group THIRTEEN - Commander R. W. Cutler, USN.

L.S.T. GROUP FOURTEEN

Commander, L.S.T. Group FOURTEEN - Command R.W. Lajeunesse, USN.

L.S.T. GROUP FIFTEEN

Commander, L.S.T. Group FIFTEEN - Commander V. K. Busch, USN.

78385

Contributed by William L. Williams

DECLASSIFIED
Authority: E.O. 13526
By: NDC  NARA Date: Dec 31, 2012
LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

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

1 June 1944.

Subject: War Diary from 0001 Love, 1 May 1944, to 2400 Love,
20 May 1944. ________________________________

LST DIVISION 79
LST 117 - Lt. S. P. Res, USN.
LST 118 - Lt. C. W. Lundberg, USN
LST 219 - Lt. R. Collier, USNR.
LST 220 - Lt. J. J. Goode, USNR.
LST 247 - Lt. R. V. Converse, USNR.
LST 269 - Lt. V. T. Finch, USNR.

NOTE:
All LST's without reference marks were operating from Purvis Bay.
$-Operating temporarily with SubAccPac for landings on Aitape and
Hollandoa, New Guinea.
&-Battle damages repaired at Hare Island and ship returning to this area
for service.
&-On temporary duty in Central Pacific.
&-At Espiritu Santos undergoing repairs. Has never reported to this
command.
$-Ship was stricken from Register when torpedoe, 18 June 1943, but
forward half was converted into an LST warehouse and beached at Carter
City, Florida Island, British Solomon Islands.
$-Whereabouts unknown.

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 Third Fleet - Admiral William F. Halsey, Jr., USN.
Commander Amphibious Forces, Third Fleet, (Commander Task Force 31)
- Rear Admiral T. G. Wilkinson, USN.
Commander Landing Craft Flotillas,
Third Fleet (Commander Task Group 31.1) - Rear Admiral C. H. Faro, USN.
Commander LST, Flotilla FIVE - Captain G. B. Carter, USN.

The above task organization was the permanent one under which this com-
mand operated, but on 30 April 1944, this command reported to the Fifth
Fleet for duty with the following:
S-M-C-R-H-T

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TASK ORGANIZATION (Continued)

Commander Fifth Fleet
Admiral R. A. Spruance, USN.
Commander Fifth Amphibious Forces-
Vice Admiral R. K. Turner, USN.
(CTF 51)
Commander Group Three Fifth Amphibious Force (CTF 53.1 and CTF 53.3)
Rear Admiral R. L. Conolly, USN.
Commander Task Group 53.2
Rear Admiral L. F. Reifsnider, USN.
Commander Task Group 53.3
Captain F. Buchanan, USN.
Commander Task Group 53.16
Captain G. E. Carter, USN.
(ComLSTFlotFIVE)

The month of May was one of feverish activity on the part of the Commander L.S.T. Flotilla FIVE. It was necessary not only to prepare his ships for the coming offensive but also the numerous small craft assigned to his administrative control, which included PC, SC, YMS, MS, AT and LCI. This involved no small amount of repairs, alterations, and the addition of new and improved equipment among which were:

Rocket launchers for the LCI(G)’s.
Radar equipment.
Pontoon barges and causeways (sideways) for LST’s.
Fire fighting equipment for all ships.
Small pots for all ships.
Smoke rockets for LCI(G)’s.
SCR 608 and 610 radio equipment for all ships.
Combat load boats for LST’s.
Crawler crane equipment for each LST.

This was only a partial list of the work which had to be done. The ships had to be placed in tip-top shape for the coming long sea voyage and subsequent strike at the enemy. Schedules of work were maintained and general over-seeing of the work was done by ComLSTFlotFIVE and his staff while the actual work was done by RepairsMaint Purvis (Captain W. C. Craig), the USS WHITNEY, USS PROMETHEUS, USS AGUNOR, USS ARISTAES, USS ARGONNE, USS LENDUSA, Landing Craft Repair Units No. 1 and 2, Pontoon Detachment #2, and technicians aboard various ships actually assigned to the operation. The repairs and work done were much too numerous to narrate, so little mention is made of it during the month’s war diary.

In addition to repairs and alterations, it was necessary to train the ships for the coming operation. Practice and simulated attack
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S-E-C-R-E-T

Subject: War Diary from 0001 Love, 1 May 1944, to 2400 Love, 30 May 1944.

Operations were conducted through the latter half of the month under the cognizance of Commander Transports Third Amphibious Force, Commander Transports Group Three, Fifth Amphibious Force, Commander Group Three, Fifth Amphibious Force. In addition, Commander L.S.T. Flotilla FIVE, conducted gunnery school for new enlisted men arriving to fill the complement of his ships. Classes were also conducted in fire-fighting, radio, and plane identification.

Another important feature of this preparation period was the loading of marine gear, armament tanks, and other material for the attack. Fueling, watering and provisioning to peak capacity was also necessary. Emphasis of the troops and their subsequent training with the ships was necessary.

The small craft assigned to the command were, when not undergoing repairs and being prepared for action, used for screening and escort duty. Little mention of this is made as the assignments were too numerous to mention.

The disposition of ships during the month and a partial picture of the details involved in this month of preparation is presented herewith:

(All times in this letter will be regarded as Love (-11) time.)

1 MAY 1944

The Commander of LST Flotilla FIVE was at his Lyons Point headquarters.

The Commanders of LST Groups 13 and 14 were operating in SoWesPac and CentPac respectively.

The Commander LST Group 15 was at Lyons Point.

LST's 70 and 123 were at Russells Islands getting attachments put on to carry pontoon causeways on each side of the respective ships.

LST's 125, 343, 398, 446 and 483 were enroute Russells Islands to load Fourth Marine Base equipment. Upon completing unloading at Guadalcanal these ships will report to Pontoon Assembly Detachment #2, Russells Islands, for their pontoons and have them landed aboard.

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Subject: War Diary from 0001 Love, 1 May 1944, to 2400 Love, 30 May 1944.

Operations were conducted through the latter half of the month under the cognizance of Commander transports Third Amphibious Force, Commander Transports Group Three, Fifth Amphibious Force, Commander Group Three Fifth Amphibious Force. In addition, Commander LST Flotilla FIVE conducted gunnery school for new enlisted men arriving to fill the complement of his ships. Classes were also conducted in fire-fighting, radio, and plane identification.

Another important feature of this preparation period was the loading of marine gear, armament tanks, and other material for the attack. Fueling, watering and provisioning to peak capacity was also necessary. Embarkation of the troops and their subsequent training with the ships was necessary.

The small craft assigned to the command were, when not undergoing repairs and being prepared for action, used for screening and escort duty. Little mention of this is made as the assignments were too numerous to mention.

The disposition of ships during the month and a partial picture of the details involved in this month of preparation is presented herewith:

(All times in this letter will be regarded as Love (-11) time.)

1 MAY 1944

The Commander of LST Flotilla FIVE was at his Lyons Point headquarters.

The Commanders of LST Groups 13 and 14 were operating in SoWestPac and CentPac respectively.

The Commander LST Group 15 was at Lyons Point.

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LST's 125, 343, 398, 446 and 488 were enroute Russells Islands to load Fourth Marine Base equipment. Upon completing unloading at Guadalcanal these ships will report to Pontoon Assembly Detachment #2, Russells Islands, for their pontoons and have them landed aboard.
Subject: War Diary from 0001 Love, 1 May 1944, to 24 April 1944.

1 MAY 1944 (cont)

LST 449 was undergoing repairs at Espiritu Santos.

LST's 207 and 399 were in Purvis Bay-Tulagi area.

Word was received that Commander M. A. McFall, Commander LST Group 38, and sixteen ships would report to this command for repair and readiness for the next enemy attack.

Schedules were being prepared for certain LST's to report to Pontoon Assembly Detachment #2 for rigging of barges and causeway pontoons aboard for the coming operations. Some of the LST's were scheduled to carry these pontoons had not reported to this command as yet. The LST's designated were as follows:

PONTON BARGES - LST's 70, 125, 123, 207, 399, 488, 434, 227, 38, 276, 476.


2 MAY 1944

Commander, LST T Flotilla FIVE was at his Lyons Point Headquarters.

Commander, LST T Group 15 was at the Lyons Point Headquarters.

LST's 70, 125, 123, 243, 398, 446 and 488 were at Russells Islands having pontoon side-carry equipment barges installed with the exception of LST's 343, 398 and 446. The pontoon work was being delayed for reason of the 75 ton crane which was used to hoist the completed pontoons into place for attachment was broken down. Efforts were being made to have a crane taken to Russells Islands from Guadalcanal or Tulagi to assist in this work. LST's 343, 398 and 446 were loading Marine cargo aboard for transfer to Guadalcanal. The Flotilla Commander requested the early return of these ships to Guadalcanal area for preparation for next attack on the enemy.

LST's 207 and 399 were in the Purvis Bay-Tulagi area.
LST 449 was at Espiritu Santos undergoing repairs.
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An initial performance test report was received from the Pontoon Assembly Detachment #2 at Russell Islands. LST 70 was used in the test. The side-carry barges were unloaded in six minutes, which time was satisfactory. Minor alterations will have to be made on the side-carry fittings already installed.

Commander Group Three Fifth Amphibious Force turned over to Commander L.S.T. Flotilla FIVE all LCI's LST's, YMS's, SC's, PC's, AE's and the AML - a total of 85 ships - for administrative purposes. (These vessels will be mentioned as they report, where possible). The Commodore was to ready these vessels in all ways and to have them in tiptop shape for the forthcoming operations. They were to be made available to Commander Group Three Fifth Amphibious Forces on call for local duty if needed.

YMS 242 reported for duty. Standing by in Purvis Bay area for orders.

Additional 40 MM guns were arriving to augment the present armament of the LST's. A request was made for additional radio gear, batteries, and anti-flash gear for LST's.

3 MAY 1944

The Commander L.S.T. Flotilla FIVE was at his Lyons Point headquarters.

The Commander L.S.T. Group 15 was at Lyons Point.

LST's 70, 123, 125, 343, 398, 446 and 488 were in the Russell Islands.

PC 555 and SC 1047 reported for duty with this command and were standing by awaiting orders.

All small craft which had reported and which were in this area prior to reporting to the command were instructed to go to Tulagi to draw provisions from Navy refiners there.

LST's 207 and 399 were in the Purvis Bay area. They received orders and proceeded to Kukum Beach, Guadalcanal, to load 1200 for Russell Islands. HMNZS Queen 14 was provided for escort. It was estimated that these vessels will have completed their mission and
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reported to Pontoon Assembly Detachment #2, Russell Islands, and completed installation of pontoons by 9th May.

LST 449 was undergoing repairs in Espiritu Santo. The estimated time of completion of these repairs was 6 May.

LCI 22 was used to carry badly needed turnbuckles to Russell Islands to be used by Pontoon Assembly Detachment #2 in the installation of side-carry pontoons. These turnbuckles had been manufactured on board the USS PACKARD. The LCI also carried U. S. and Guard mail for the LST's at Russell. Estimated time of arrival at Russell was 1830.

Lt. (jg) Stettna and Lt. F. L. Felker, fire-fighting officers, were assigned temporary duty with L.S.T. Flotilla FIVE as fire-fighters for the operation. Upon completion of these temporary duties they were to return to their regular duty stations.

The Commodore was informed that fire-fighting gear requested from ComSerOnScPac had been placed aboard LST 449 for transportation to this command.

4 May 1944

The Commander of L.S.T. Flotilla FIVE was at Lyons Point.

The Commander of L. S. T. GROUP 15 was at Lyons Point.

LST's 70, 123, 125, 343, 398, and 488 were at Russell Islands. These LST's were directed not to accept any more cargo from the Fourth Base Marine Depot for transportation to Tassafaronga and Tetere, Guadalcanal, as time was getting short and if this cargo was accepted, the LST's would not be sufficiently prepared for the operations to permit them to take part in the scheduled dress rehearsal.

LST 446 was loading Marine gear at Russell. Expected time of completion was 2400 5 May.

LST's 207 and 399 were loading at Rukum Beach, Guadalcanal, for Russell Islands. They departed at 0800 for destination. Upon arrival
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4 MAY 1944 (continued)

and when unloaded they were directed to report to the Pontoon Assembly Detachment Number 2 for loading side-carry barges. They arrived at their destination at 1450.

LST 449 was still at Espiritu Santos. Orders were received that installation of fittings for carrying of pontoon barges were to be completed at Espiritu Santos for this ship.

Instructions were received to designate one LST to carry pontoon barges with necessary apron on barges to permit anchoring from either end. LST 276 was designated and so fitted at later date.

5 MAY 1944

The Commander of L.S.T. Flotilla 5 was at his Lyons Point headquarters.

The Commander of L.S.T. Group 15 was at Lyons Point.

LST's 70, 123, 125, 207, 343, 398, 399, 446 and 488 were at Russells Islands.

LST 446 arrived Tetere during the day to unload marine gear and then was to proceed to Carter City, but unloading was not completed until 9 May.

LST 449 was at Espiritu Santos.

LSTs 184 and 216 reported to this command and were standing by waiting orders.

6 MAY 1944

The Commander L.S.T. Flotilla 5 spent most of the day in conference with high officials at Camp Crocodile, Guadalcanal.

The Commander L.S.T. Group 15 was at Lyons Point.

LST's 70, 123, 125, 207, 343, 398, 399 and 488 were in Russells Islands.

LST 343 was to depart Russells Islands for Tassafaronga.
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7 MAY 1944 (continued)

Guadalcanal was 1400. Every effort was being made to expedite the unloading of LST 343 as she needed availability prior to the training exercises for the coming operations.

Lt. F. L. Felker was confined to the hospital and another fire-fighting officer was requested to replace him for duty as fire-fighter for the LST's of this Flotilla.

USS CHEHOMA reported to this command for duty and was standing by in the Purvis Bay area awaiting orders.

LST 332 was sent to Russells Islands with another necessary shipment of turnbuckles, fourteen 200 lb. anchors, and cable pendants, urgently needed for the LST pontoon project.

ComTransGroupThreeFifthPhib directed LST's 207, 343, 488, 70, 123 and 125 to report to ComGroupThreeFifthPhib for temporary duty. LST 449 was to report upon completion of unloading at Guadalcanal.

8 MAY 1944

Commander L.S.T. Flotilla 5 attended a meeting aboard the USS APPALACHAIN at Guadalcanal, and also a meeting at Camp Crocodile, Guadalcanal. He returned late in the afternoon to his Lyons Point headquarters.

Commander L.S.T. Group 15 was at Lyons Point.

LST's 343, 398 and 446 were unloading at Guadalcanal.

LST 449 was enroute Guadalcanal.

LST's 70, 123, 125, 207, 399 and 488 were at Russells Islands.

CNB Russells reported that LST 125 would be finished and ready to sail at 0800 on the 9th of May. LST 70 departed Russells Islands for Guadalcanal at 1930 Love with Q411 as escort. This was prior to the expected time of departure. This ship was to proceed to Tassafaronga Beach, Guadalcanal, to unload and then was further ordered to report to ComTransGroupThreeFifth Phib 9 May for duty.

Welding machines were requested for each LST carrying pontoon equipment. These would enable ship's personnel to make repairs to barges and also was a safeguard in heavy seas in case of failure of chain which
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8 MAY 1944 (continued)

held the barges to the sides of the ships. This equipment was to be manned by SEABEES of the 1029 CB Detachment.

The DMS's HAMILTON, PERRY, LONG and HOGAN, together with YMSs 270, 136, 195, 237 and 269 reported to this command for duty.

LCI(G)'s assigned to duty with this command were engaged in installing forty rocket launchers per ship for the coming operation. This work to be accomplished by Rep format Purvis.

9 MAY 1944

The Commander of L.S.T. Flotilla 5 was at his Lyons Point headquarters.

The Commander of L.S.T. Group 15 was at Lyons Point.

LST's 123, 125, 207, 399 and 488 were at Russells Islands.

LST 125 departed Russells Islands at 0700 9 May for Tetere Beach, Guadalcanal. Orders were given her to report to ComTransGroup ThreeFifthPhib at 0700 on the tenth of May.

LST 449 was unloading at Guadalcanal having arrived at 0800 from Espiritu.

SC 521 and USS GRAPPLE reported to Commander L.S.T. Flotilla 5 for duty and were standing by in the Purvis Bay area awaiting orders.

The USS SKYLARK and USS SWALLOW reported to Commander L.S.T. Flotilla 5 for duty. Both ships requested 48 hours availability for main engine repairs and for degaussing check.

Four LCVP boats with crews were requested from Amphibious Training Center, Turner City, Florida Island, for use with small craft in coming operations. 8 LST's were ordered to load naval 5" ammunition aboard for distribution to units of the attacking force of coming operations at sea. LST's 125, 241, 449, 117, 118, 343, 399 and 207 were designated.
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9 May 1944 (continued)

LST's 438, 247, 70, 219, 220, 123 and 269 were designated to carry 40 mm, 20 mm, .50 caliber and rocket ammunition, for further delivery to naval units at sea.

Request was made to use some area north of Savo Island for mine sweeping exercises for training of YMS's. A live mine area was designated by the Commander Naval Bases Forward Area, instead of a training area.

10 May 1944

The Commander L.S.T. Flotilla 5 was at Lyons Point.

The Commander L.S.T. Group 15 was on training exercises off Guadalcanal.

LST's 70 and 125 were loading Marine gear at Tetere Beach, Guadalcanal. The estimated time completion unloading was changed to 0600 11 May.

LST's 123 and 488 departed Russells Islands at 0730 love for Tetere Beach, Guadalcanal, to report for duty to ComTransGroupThreeFifthPhib.

LST's 207, 343 and 399 were at Russells Islands having pontoon fittings installed.

LST 398 was unloading at Kukum Beach, Guadalcanal. Later, after completion of unloading, it loaded 40 and 20 mm guns at Kukum Beach which had been unloaded there by the USS PRESIDENT HONRCE for distribution to ships of this command. They also picked up SCR radios from the Radio Pool at Lunga, Guadalcanal, for distribution to all ships under the administrative command of Commander L.S.T. Flotilla 5.

SC's 1325, 1326, 1328, 504, 724; PC's 1126 and 1136, reported to this command for duty. They were standing by in the Purvis-Tulagi area awaiting orders.

LCT's 442, 450 and 474 were ordered to ComTransGroupThreeFifthPhib for training at Guadalcanal.

SC's 727, 1273 and PC 1125 were ordered to Tulagi to draw new radio gear from LST 398 upon her arrival there.
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11 MAY 1944

The Commander L.S.T. 2 Flotilla 5 was at Lyons Point.

The Commander L.S.T. Group 15 was aboard LST 486 in training
maneuvers off Guadalcanal.

LST's 70 and 125 were unloading Fourth Marine gear at Tetere
Beach, Guadalcanal.

LST's 123 and 486 were at Tetere Beach loading combat equipment
and in training there.

LCI's 464, 465, and 466 reported to ComTransGroupThreeFifthPhib
at 0800 for temporary duty.

LST's 207, 399, 449 and 343 were at Russells Islands.

LST's 446 and 398 were at Kukum Beach, Guadalcanal.

All YMS's were instructed to draw SCR 610 radios from Tulagi
this date.

PC 1127 reported to Commander L.S.T. Flotilla 5 and was standing
by for orders.

YMS 242 took another shipment of turnbuckles to Pontoon Assembly
Detachment #2 at Russells Islands.

PC's 555, 549, USS LIPAN and USS HOLLY were sent to Lunga Radio
Material Annex, Guadalcanal, to pick up radio gear.

LCI 457 reported to USS APPALACHIAN off Koli Point, Guadalcanal,
for duty with landing party receiving instructions with rubber boats off
Cape Esperance, Guadalcanal.

SC 1325 was granted three days availability.

The USS APACHE (under administrative control of Commander L.S.T.
Flotilla 5), assisted in shifting the USS P.H.BURNEETT to another mooring
in Purvis Bay and then proceeded to Lunga Radio Pool, Guadalcanal, to draw
radio gear.
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Subject: War Diary from 0001 Love, 1 May 1944, to 2400 Love, 30 May 1944.

12 MAY 1944

Commander L.S.T. Flotilla 5 was at his Lyons Point headquarters.

Commander L.S.T. Group 15 was aboard the LST 488 in training off Guadalcanal.

LST's 123, 125 and 488 were in training off Guadalcanal.

LST 70 was loading Marine gear for the coming operation; then was ordered to fuel, water, and provision to capacity at Green Beach, Tulagi.

Commander L.S.T. Group 38 (Commander H. A. McFall) was enroute from SoWesPac. Arrival was expected the 13th. He brought with him 17 LST's of which 16 were not ships of this command. LST 447 was part of LST Group 13 which returned from operations in the New Guinea area. The 16 new LST's were 38, 41, 78, 122, 221, 227, 241, 243, 270, 276, 476, 477, 478, 479, 481 and 482. Part of these ships went direct to Russells Islands and the remainder came to Purvis Bay area. Of these ships LST's 219, 243, 270, 276, 476, 477, 478, 479 and 482 were not to arrive until the 13th.

LST's 207 and 399 were at Guadalcanal loading Marine gear.

LST's 343 and 499 were at Russells Islands. Pontoons were to be loaded aboard LST 449 by 2000 Love.

LST 398 was at Tulagi Harbor taking on provisions.

LST 446 was in Purvis Bay taking on fuel and water.

SC's 504 and 1319 were granted availability until 18 May.

USS ALOE reported for duty with this command and was standing by in Purvis Bay area awaiting orders.

13 MAY 1944

Commander L.S.T. Flotilla 5 and Commander L.S.T. Group 38, who arrived early today, spent the day attending conference at Guadalcanal. Transportation to and from Guadalcanal was furnished by PC 1127.

Commander L.S.T. Group 13 arrived Lyons Point from duty with ship in SoWesPac. LST 447 was his flagship which returned to this command for duty.
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13 May 1944 (continued)

Commander L.S.T. Group 15 was aboard LST 488 participating in training exercises off Guadalcanal.

LST's 38, 41, 117, 118, 122, 220, 227, 241, 247, 449, were at Russells Islands.

LST's 78, 221, 269, 447 and 481 were enroute Purvis Bay from Russells Islands.

LST's 123, 125, 207, 488 and 399 were participating in training exercises off Guadalcanal.

LST's 219, 243, 270, 276, 476, 477, 478, 479, 482 were enroute Purvis from SWesPac. Upon their arrival on the 13th disposition was as follows: LST 479 took on fuel at Tulagi. LST's 219, 269, 270, 476 and 478 were to draw provisions on the 14th.

LST's 70 and 398 were at Tulagi Harbor. LST 70 was loading 5" ammunition on tank deck at Green Beach.

LST 343 was at Guadalcanal.

LST 446 was at Purvis Bay.

SC 1327 was assigned temporary duty with ComTransGroupThreeFifthPhib.

PC 1126 was ordered to escort LST 449 from Russells Islands to Tetera Beach, Guadalcanal.

PC 555 was granted availability alongside the USS WHITNEY until 17 May.

LCI's 468, 469 and 471 reported to ComTransGroupThreeFifthPhib 0600 13 May, for temporary duty.

PC's 549, 1125; LCI 475; SC's 666, 727 and 1273 were ordered to temporary duty with ComTransGroupThreeFifthPhib.

ComTransGroupThreeFifthPhib was notified that all small craft at that time assigned to Commander L.S.T. Flotilla 5 had reported.

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14 MAY 1944

Commander L.S.T. Flotilla 5 was at his Lyons Point headquarters.
Commanders of LST Groups 13 and 38 were at Lyons Points.
Commander L.S.T Group 15 was aboard LST 468 participating in exercises for the coming operations.

LST's 38, 118, 122, 227 and 241 were at Russells Islands loading pontoon causeways and barges.

LST's 41, 117, 220, 247 and 449 were enroute Russells Islands to Purvis Bay, Florida Island.

LST's 123, 125, 207, 243, 299 and 488 were in training at Guadalcanal with ComTransGroupThreeFifthPhiB.

LST's 70, 221, 398, 446 and 479 were in the Purvis Bay area.

LST's 219, 269, 220, 476 and 478 were drawing provisions at Tulagi.

LST's 78, 243, 447, 477, 481 and 482 were at Tetera Beach, Guadalcanal, loading marine equipment.

LST 276 was enroute Russells Islands escorted by YMS 242.

15 MAY 1944

Commander L.S.T. Flotilla 5 was at his Lyons Point headquarters.
Commanders of L.S.T. Groups 13, 15 and 38 were at Lyons Point.

LST's 38, 118, 122, 227, 241 and 276 were at Russells Islands loading pontoon barges.

LST's 78, 243, 447, 449, 477, 481 and 482 were loading at Tetera Beach, Guadalcanal.

LST 247 was enroute Purvis Bay from Russells Islands.

LST's 41, 70, 117, 125, 207, 219, 220, 221, 269, 270, 446, 476, 478, 479, 488 were in the Purvis Bay-Tulagi area.
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San Francisco, California,
1 June 1944.

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15 May 1944 (continued)

LST 117 was loading ammunition from the Purvis Bay ammunition barge.

LST's 123 and 343 were in training off Guadalcanal.

16 May 1944

Commander L.S.T. Flotilla FIVE was at Lyons Point.

Commander L.S.T. Group 13 was at Lyons Point.

Commander L.S.T. Group 15, aboard LST 343, and Commander L.S.T. Group 38, aboard LST 243, were in training off Guadalcanal.

LST's 41, 70, 76, 117, 122, 123, 219, 220, 221, 243, 270, 392, 447, 477, 478, 479, 481, 482 and 486 were in the Purvis Bay-Tulagi area. Of this group LST's 78, 221, 243, 270, 447, 478, 479, 481 and 482 departed this area for Guadalcanal to participate in training at O330.

LST's 38, 227 and 446 were enroute Purvis Bay from Guadalcanal.

LST's 269 and 476 escorted by YMS 242 were enroute Russells Islands for installation of side-carry pontoons.

LST's 118 and 276 were at Russells Islands completing loading of pontoons.

LST's 123, 343, 399 and 449 were in training off Guadalcanal.

LST's 123 and 343 returned to Purvis Bay during the day to load ammunition from ammo barge.

LST's 207, 241 and 247 were at Guadalcanal.

APC 46 reported for duty.

LCT 472 was sent to Cape Esperance to conduct demolition exercises with party from USS TALBOT.

SC 1273 was granted availability alongside the USS PROMETHEUS for three days.

17 May 1944

Commander L.S.T. Flotilla 5 was at Lyons Point.
S-E-C-R-E-T

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

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Subject: War Diary from 0001 Love 1 May 1944 to 2400 Love 30 May 1944

17 MAY 1944 (continued)

Commander L.S.T. Groups 13 and 38 were participating in training exercises off Guadalcanal.

Commander L.S.T. Group 15 was at Lyons Point.

LST's 41, 70, 117, 122, 123, 125, 219, 227, 241, 247, 343, 398, 446, 447 and 488 were in the Purvis Bay-Tulagi area. LST 125 was to load ammunition from smoke barge PURVIS BAY. LST 488 was to pick up crawler crane from Government Wharf, Tulagi Harbor. LST 117 was to pick up crawler crane from SS CHEEKY VICTORY in Gavutu Harbor, then report to ComTrans Group Three/FifthPhib at Guadalcanal for temporary duty.

LST's 78, 221, 243, 270, 449, 477, 479, 481 and 482 were in training off Guadalcanal.

LST's 118, 207, 220, 399 were in the Guadalcanal area.

LST 207 was to proceed to Tulagi Harbor to pick up crawler crane and then load ammunition at Green Beach.

LST 38 and LST 276 departed Russells Islands for Purvis Bay. LST 276 was to pick up crawler crane at Tulagi upon arrival.

LST's 269 and 476 were at Russells Islands.

LST 478 departed Purvis Bay for Russells Islands to have pontoon fittings installed.

18 MAY 1944

Commander L.S.T. Flotilla 5 spent the greater part of the day in conference with CTG 53 aboard the USS APPALACHIAN off Koli Point, Guadalcanal, and CTG 53.3 aboard the USS DUFFY off Tetere Beach, Guadalcanal.

Commander L.S.T. Group 13 and Commander L.S.T. Group 38 (aboard LST 243) were participating in training exercises off Guadalcanal with LST's 78, 221, 243, 270, 477, 479, 481, 482, in company.

LST's 38, 41, 70, 122, 123, 125, 207, 227, 241, 247, 276, 343, 398, 399, 446, 447, 449 and 488 were in the Tulagi-Purvis Bay area.

The following ships were at Russells Islands completing

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UNITED STATES PACIFIC FLEET
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18 May 1944 (continued)

Installation of pontoons: LST's 269, 476 and 478. LST 478 returned to Purvis Bay having completed work. Estimated time of arrival was 0600 19 May. LST 269 was ordered to dock at Suagi Dock, Guadalcanal at 0900 on the 19th.

LST's 117, 118, 219 and 220 were at Tetera Beach, Guadalcanal, under orders of ComTransGroupThreeFifthPhib loading Third Marine Division equipment. LST 117 was to complete loading and return to Purvis Bay area that day.

The USS SWALLOW went aground in Sand Fly Passage and was pulled clear by ATR 45. She proceeded under own power as no damage resulted.

19 May 1944.

Commander LST T. Flotilla 5 was at his Lyons Point headquarters.

Commander LST T. Group 38 was enroute Lyons Point from training exercises off Guadalcanal.

Commander LST T. Group 15 (aboard LST 269) and Commander LST T. Group 13 were participating in training exercises off Guadalcanal with the following LST's in company: 78, 243, 270, 477, 479, 481 and 482.

LST's 38, 41, 70, 122, 123, 125, 207, 220, 221, 237, 241, 247, 276, 343, 398, 399, 440, 447, 449, 478 and 488 were in the Tulagi-Purvis Bay area. LST 446 received orders to proceed to Tassafaronga Beach, Guadalcanal, to load ammunition for the 22nd Marine Tank Company; then to top off with drummed fuel and vehicles at Kukum Beach, Guadalcanal. LST 38 loaded crawler crane at Tulagi and topped off with fuel. LST's 124, 207, 343 and 399 and 488 were ordered to report to ComTransGroupThreeFifthPhib at Tetera Beach, Guadalcanal, at 1600 for duty.

LST's 117 and 219 were loading at Tetera Beach, Guadalcanal.

LST's 118 and 269 were at Guadalcanal.

LST 476 was completing installation of pontoons at Russells Islands.

Word was received that 18 fire-fighting pumps would arrive on the 20th on the SS BELGIUM VICTORY at Purvis Bay. These would materially aid...
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THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

c/o Fleet Post Office,
San Francisco, California,
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19 MAY 1944 (continued)

The fire-fighting effectiveness of the vessels of this command.

SC 504 was ordered to report to ComTransGroupThreeFifthPhib at Tetera Beach, Guadalcanal for duty.

20 MAY 1944

Commander L.S.T. Flotilla 5 was at Lyons Point headquarters.

Commander L.S.T. Group 13 was participating in training exercises off Guadalcanal with LST's 78, 243, 270 and 461 in company.

Commander L.S.T. Group 15 was at Lyons Point.

Commander L.S.T. Group 36 was at Lyons Point. During the day he attended a conference with CTG 53.4 aboard the USS ZEILLIN.

LST's 38, 41, 70, 118, 122, 123, 219, 220, 221, 227, 247, 396, 447, 449, 476, 477, 478, 479 and 482 were in the Tulagi-Purvis Bay area.

LST 38 topped off with water at Purvis Bay and loaded ammunition from Purvis ammunition barge; then orders were received for her to report to Kukum Beach, Guadalcanal on 22nd. LST's 70, 123, 241 arrived Tetera Beach, Guadalcanal, at 1200 for duty with ComTransGroupThreeFifthPhib.

LST 117 was still at Tetera Beach, Guadalcanal, completing loading.

LST's 125, 207, 241, 269, 276, 343, 399, 466 and 488 were at Guadalcanal.

USS AGENOR reported for duty with this command.

SC 1326 was granted availability alongside USS PROMETHEUS until

22 May.

21 MAY 1944

Commander L.S.T. Flotilla 5 was at Lyons Point.

Commanders L.S.T. Groups 13, 15 and 38 were at Lyons Point.
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Subject: War Diary from 0001 hours 1 May 1944 to 2400 hours 30 May 1944. 21 MAY 1944 (continued)

LST's 38, 41, 78, 117, 118, 122, 219, 220, 221, 227, 243, 247, 270, 398, 447, 449, 477, 478, 479, 481 and 482 were in the Tulagi-Purvis Bay area.

LST's 117, 118, 219, 220, 247, 449, 469 and 447 proceeded to Tetere Beach, Guadalcanal for duty with ComTransGroupThree.FifthPhib. LST's 70, 123, 125, 207, 211, 269, 276, 343, 399, 446 and 438 were at Guadalcanal. Beginning at 0900 troops were loaded aboard these ships to participate in training exercises.

A conference was held aboard the USS APPALACHIAN from 0830 to 1600 preparatory to beginning training exercises of Task Groups 53.16 and 53.17. Conference was attended by Commander L.S.T. Flotilla 5 and various staff officers.

USS STEEL and USS BLACK reported to this command for duty.

Two distillation units were requested to be put aboard the LST 476 since she was to serve as a tender ship at the scene of action on coming operations.

Word was received that LST's 39 and 353 were destroyed by fire in Pearl Harbor while loading ammunition. These ships were with Group L4 under temporary command FifthAmphibiousForces. The cause of fire was not known at that time.

22 MAY 1944

Commander L.S.T. Flotilla 5 was on the USS STEEL with Commander L.S.T. Group 15 on LST 488, and were in training off Guadalcanal. The following LST's were in company: LST 117, 118, 123, 125, 207, 219, 220, 241, 247, 269, 343, 399, 447, 449 and 488.

Commanders of L.S.T. Groups 13 and 38 were at Lyons Point.

The following ships were in the Tulagi-Purvis Bay area: LST's 36, 41, 78, 122, 219, 227, 243, 270, 398, 446, 477, 478, 479, 481 and 482. LST's 227, 221, 38 and 122 proceeded to Kukum Beach, Guadalcanal to load at 1200, then to Donna Cove to complete loading with amphibious vehicles and troops. LST 227 while loading had trouble with elevator foundation.
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Subject: War Diary from 0001 Love 1 May 1944 to 2400 Love 30 May 1944.

22 MAY 1944 (continued)

which buckled, thus throwing it out of line. The USS ARMOR was sent to make repairs. LST 478 proceeded to Tassafaronga Beach, Guadalcanal, to load, then shifted to Doma Cove to top off with amphibious vehicles and troops.

LST's 479 and 482 proceeded to Tetero Beach, Guadalcanal and loaded amphibious vehicles.

LST 476 was at Guadalcanal.

USS BLACK requested 48 hours availability immediately upon completion of training program.

23 MAY 1944

Commander L.S.T. Flotilla 5 embarked in the USS STEMMEL, and Commander L.S.T. Group 15 in LST 468, with LST's 70, 117, 118, 123, 125, 207, 219, 220, 241, 247, 269, 363, 399, 447, 449 and 488 were off Guadalcanal. LST's joined with LCI(2)'s, SC's, FC's, YES's, AT's, AGNOR and STEMMEL forming Task Group 53.16. They got underway in the afternoon of 22 May from Guadalcanal and proceeded out to sea in the Santa Isabel Islands - Russell Islands area. There they maneuvered and proceeded to make an assimilated attack and beaching on Guadalcanal in the Doma Cove - Cape Esperance area at daybreak 23 May. This was a dress rehearsal of the big event to come off later. The bombardment group composed of the BB's: PENNSYLVANIA, IDAHO, NEW MEXICO; CL's: HONOLULU, ST. LOUIS, MONTEREY and CLEVELAND, shelled the beach, while aircraft effectively bombed enemy positions. As the combined Task Groups moved in Task Group 53.16 deployed into position ahead of the transports. The LCI(2)'s were sent in to launch their rockets to clear the beach. Immediately following were LVT's with attack Marines from LST's and boat loads of Marines from the transports. Thus the assimilated attack was made and the beachhead established.

Commander L.S.T. Group 13 in LST 446 and Commander L.S.T. 38 in USS BLACK, with LST's 38, 41, 78, 122, 221, 227, 243, 270, 276, 476, 477, 478, 479, 481, 482 and 486 joined up with LCI(2)'s, SC's, FC's, YES's, and APC 46 to form Task Group 53.17. This Task Group got underway in the afternoon to do identically the same type of maneuvers as Task
Subject: War Diary from 0001 Love 1 May 1944 to 2400 Love 30 May 1944.

23 MAY 1944 (Continued)

Group 53.16 did the preceding day and the morning of the 23rd.

After rehearsal final cargo loading was made and LST's departed Guadalcanal area for Port Purvis area. There repair facilities had been set up at Carter City for LVT's DUKWS, and other types of amphibious vehicles. These vehicles were sent ashore and repairs were effected with LCTU #1 giving assistant to Marine personnel.

After maneuvers LST 269 was ordered to Lunga Beach, Guadalcanal, where a radar trailer was loaded on top deck by crane under ARHUS supervision. This truck was too large to be loaded via the elevator.

LST 398 was alerted for movement to the Marshall Islands. She was immediately given orders for provisioning, watering, and fueling and placed on four hours notice.

24 MAY 1944

Commander L.S.T. Flotilla 5 was at his Lyons Point headquarters. During the day he conducted a conference of all commanding officers of Task Group 53.16.

Commander L.S.T. Group 15 was aboard LST 438 at Guadalcanal supervising loading LST's.

Commanders L.S.T. Groups 13 (aboard LST 446) and 38 (aboard USS BLACK), were in training off Guadalcanal with LST's 38, 41, 78, 122, 221, 227, 243, 270, 276, 446, 475, 477, 478, 479, 481, 482 and 486 in company. This group was making an assimilated beachhead attack similar to the one made by Task Group 53.16 on the preceding day. LST 41 went aground at Tassafaronga Beach, Guadalcanal, and was pulled free by tugs.

It was decided that barrage balloons would not be used on LST's in next operation. CTF 31, requested permission to disband LST Barrage Balloon Unit. Equipment was to be transferred to Commander Naval Bases Forward Area and personnel absorbed by Commander Landing Craft Flotillas, South Pacific.

LST's 70, 118, 123, 125, 207, 241, 269, 343, 399, 447, 449 and 488 were at Guadalcanal completing loading.
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UNITED STATES PACIFIC FLEET
Office of the Commander
c/o Fleet Post Office,
San Francisco, California,
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24 MAY 1944 (continued)

LST's 117, 219, 220 and 398 were in the Tulagi-Purvis Bay area.

25 MAY 1944

Commander L.S.T. Flotilla 5 was at His Lyons Point headquarters. At 0900 he attended a conference aboard the USS APPALACHIAN, flagship of CTF 53.

Commander L.S.T. Group 15 attended a conference aboard the USS ZEILIN.

Commander L.S.T. Group 13 (aboard LST 446), and Commander L.S.T. 38 (aboard LST 243), were participating in training exercises with LST's 38, 41, 78, 122, 221, 227, 243, 270, 276, 446, 477, 478, 479, 481, 482, in company.

LST's 118, 125, 241, 398, 399 were at Guadalcanal.

26 MAY 1944

Commander, L.S.T. Flotilla 5, was at Lyons Point.

Commanders, L.S.T. Groups 13, 15 and 38 were at Lyons Point.

All LST's were in the Tulagi-Purvis Bay area, with the exception of LST 269, which was at Guadalcanal loading pontoon gear. LST's 343, 399, 125, 449, 220, 70 247, 486, 261 and 219 completed final provisioning at Tulagi.

150 seamen were requested from Commander Fifth Amphibious Force to fill requirements of Central Pacific LST's for Task Group 53.17. These were requested to be made available at the staging point if they were not available in the forward area.

LST 486 and LST 446 were designated as hospital evacuation ships for Task Groups 53.16 and 53.17.

LST's were ordered to start loading troops not later than 1000 on 31 May. All LST's were ordered to anchor off Tetere Beach, Guadalcanal, at that time, or earlier if convenience.
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26 May 1944 (continued)

Seventy-five percent (75%) of remaining LST spare parts in area, and also quantities of spares as indicated in Repformaint Purvis for ship types in operation were loaded aboard the USS AGENTOR.

27 May 1944

Commander L.S.T. Flotilla 5 was at his Lyons Point headquarters.
Commander L.S.T. Groups 13, 15, were at Lyons Point.
Commander L.S.T. Group 38 was aboard LST 243.

All LST's were in the Tulagi-Purvis Bay area, except LST 269 which was at Guadalcanal.

LST 38, 41, 78, 118, 432, 207, 446, 476, 481, 270, topped off with provisions from Tulagi.

LST's 71 and 334 were placed in Defense Group No. 2, under CTF 51, along with other LST's of Central Pacific Force carrying LCT's and side-carry equipment.

Word was received that 150 seamen would be available at the staging point for LST's needing them.

A conference was held aboard the USS APPALACHIAN (CTF 53, flagship) at 1330 for all communication officers of the staffs of the various Task Groups and Task Units participating in this operation.

28 May 1944

Commander L.S.T. Flotilla 5 was at Lyons Point.
Commanders L.S.T. Groups 13, 15 and 38 were at Lyons Point.
All LST's were in the Tulagi-Purvis Bay area.
LST's 243, 227, 276, 447, 477, 478 and 478 topped off with provisions.

LST 343 was alongside the USS PROMETHEUS in Gavutu Harbor for installation of radar equipment.
serial 00120

united states pacific fleet
lst flotilla five
amphibious force south pacific

C-o fleet post office,
San Francisco, California

1 June 1944.

subject: war diary from 0001 love 1 May 1944 to 2400 love 30 May 1944.

28 MAY 1944 (continued)

Comtransgroupthirdphib requested that one LST be designated to act as tender, fleet post office, and fuel and water storage craft for small craft at objective. LST 476 of task group 53.17 was designated.

LST's of task group 53.17 were requested to commence final loading on afternoon of the 30th since they had more gear to put aboard than the LST's of task group 53.16.

29 MAY 1944

commander LST Flotilla 5 was at Lyons Point. During the day he attended a conference aboard the Dupage (flagship of CTO 53.2) for final planning of the attack on the enemy.

Commanders LST Groups 13, 15 and 38 were at Lyons Point.

All LST's were in the tulagi-Furvis Bay area. LST 78 was put in floating dry dock in Furvis Bay to make vital repairs to shaft and propeller. Expected time of completion was noon the 30th.

Lt. Cadd of staff of ComGroupThirdFifthphib held conference with officers' and CPO's of 1039 OS Detachment unit, attached to each ship carrying pontoon and propulsion units relative care and maintenance of this equipment.

A mass meeting of all communications officers of task groups 53.16 and 53.17 was held in the lobby of the Iron Bottom Bay Officers' Club for discussion of communication problems likely to be encountered during the operation.

All YES's and all LCI's of task group 53.16 obtained final provisions at tulagi.

30 MAY 1944

Commander LST Flotilla 5 at Lyons Point headquarters.

Commanders LST Groups 13, 15 and 38 were at Lyons Point.

All LST's were in the Furvis Bay-Tulagi area.
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Subject: War Diary from 001 Love 1 May 1944 to 2400 Love 30 May 1944. (continued)

MEETINGS were held for all Commanding Officers of Task Groups 53.16 and 53.17 at Flotilla headquarters and Iron Bottom Bay Officers’ Club, Lyons Point, Florida Island. This was to cover last minute instructions to vessels and any questions which were to be taken care of then. This, too, provided for last minute delivery of GUARD MAILS.

All LOT’s of Task Group 53.17, plus all SC’s and PG’s of both groups, with ALOE, HOLLY, APACHE, LEHIGH, took on final provisions prior departure.

PG’s 1125 and 549 picked up last minute operation orders from ComGroupThreeFifthPhib on the USS APPALACHIAN and delivered to vessels of Task Groups 53.16 and 53.17.

A request was made for 23 radio men to be flown to the staging point for further distribution to ships of Task Groups 53.16 and 53.17.

LST’s 24, 172, 340 and 486 will no longer be carried on the roll of L.S.T. Flotilla 5 war diary until they report to this command for duty. It is the understanding of this command that they are attached for duty to other Flotillas at present.

LST 39 and 353 are removed from our war diary organization since they were completely destroyed by fire at Pearl Harbor on 21 May 1944.

LST 342 will no longer be carried in the organization. The forward half of LST 342 was turned over to Repformant Furvis to be used as a fleet warehouse for spare parts. This ship was stricken from the record a year ago following its being torpedoed by an enemy submarine.

ComAirScPac was requested to have Seaplane Base, Hialeah, Florida Island, conduct a three plane anti-submarine sweep along course prescribed for Task Groups 53.16 and 53.17.

Commander L.S.T. Flotilla 5 shifted his pennant to the U.S.S. STEELBEL (DD644) as of 31 May. His administrative staff shifted to LST 343. The ships of his command were transferred to ComGroupThreeFifthPhib for temporary duty.

Thus, Captain G. B. Carter, Commander L.S.T. Flotilla 5, had completed the month of preparation and now was the time for action. He
1 June 1944.

Subject: War Diary from 0001 1 May 1944 to 2400 30 May 1944. 30 May 1944 (continued)

was pleased with the cooperation from the 80 some ships which he had to prepare and ready for tomorrow, the ANCHORS AWAY date. The cooperation received from Commander Naval Bases Forward Area, Commander Naval Base Tulagi, and the various commands of Task Force 53, together with various other units was more than gratifying. Now all was complete - ships were all repaired and in tiptop shape, the new weapons and facilities for the attack had been added, fueling and provisioning was complete; personnel complement of the ships had been provided for; fire-fighting equipment and smoke making equipment were all in place; radio and radar installations were complete; combat equipped boats were swinging from davits. Now all that remained was to lift the mud hooks and be on their way. It was with pride that Captain G. E. Carter turned this fleet of ships over to ComGroupThreeFifthPhib to set sail on the following day to meet the little men of the Rising Sun.

Copy to: Cinopac.

[Signature]

E. B. Carter
From: The Commander, LST Flotilla Five.
To: The Commander-in-Chief, United States Fleet.
Subj: War Diary from OOC1 Love, 31 May, 1944, to 2400 King, 30 June, 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, USNR.
\#LST 450 - Lt. H. E. Robinson, Jr., USNR.
\#LST 472 - Lt. W. O. Talley, USNR.

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 334 - Lt. J. L. Reed, USNR.
\#LST 341 - Lt. S. Epstein, USNR.
\#LST 390 - Lt. J. M. Edinburg, USNR.

LST DIVISION 28

\#LST 207 - Lt. H. S. Ingalls, USCG.
\#LST 354 - Lt. W. A. Henry, USN.
LST FLOTILLA FIVE
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UNITED STATES PACIFIC FLEET
Office of the Commander

Office of the Commander
San Francisco, California,
1 July, 1944

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

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LIST GROUP FIFTEEN

Commander V. K. Busiek, USN.

LST DIVISION 29

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

LST DIVISION 30

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

LIST GROUP FORTY

LST DIVISION 79

LST 117 - Lt. S. Prus, 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.

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.
$ - Operating with Task Group 53.16 with Commander, LST Flotilla Five, as
Commander Task Group 53.16.

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LST Flotilla Five
Third Amphibious Force
United States Pacific Fleet
Office of the Commander
c/o Fleet Post Office,
San Francisco, California,
1 July, 1944

Subj:
War Diary from Ooool Love, 31 May, 1944, to 2400 King,
30 June, 1944.

Task Organization

Commander-in-Chief, U. S. Fleet
Commander-in-Chief, U. S. Pacific Fleet
Commander Fifth Fleet
Commander Fifth Amphibious Force (CTF 51)
Commander Group Three-Fifth Amphibious
Force (CTF 53)
Commander Task Group 53.2 (CONTRANS
GROUP THIRD PHIB)
Commander Task Group 53.3 (CONTRANSDIV 24)
Commander Task Group 53.16 (COMLSTFLOT 5)
Admiral Ernest J. King, USN.
Admiral Chester W. Nimitz, USN.
Admiral R. A. Spruance, USN.
Vice Admiral R. K. Turner, USN.
Rear Admiral R. L. Conolly, USN.
Rear Admiral L. F. Reifsnider, USN.
Captain F. Buchanan, USN.
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 areas are designated on pages one and two of this diary.

In accordance with orders from Commander Task Force 53 and proceeding as ordered by his Operation Plan A162-44 and Movement Plan A162-44, Task Group 53.16 got underway enroute Kwajalein Atoll of Marshall Islands in Navy convoy from Guadalcanal Island, British Solomon Islands, passing through Lengo Channel, which was the channel of approach for LST Flotilla Five nearly one year ago.

Communications were in keeping with Annex "E" of Commander Task Force 53 Operation Plan A162-44 and CENTCOM NO. All times mentioned in this report will be regarded as "Love" (−11) time or "King" (−10) time. The beginning will be "Love" time and mention will be made when "King" time comes into effect.
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 July, 1944

S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

This report includes the following:

A. Getting underway and passage to Kwajalein.
B. Final preparations at Kwajalein.
C. Passage to Guam.
D. Logistic Data on LST's.

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.

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)

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

<table>
<thead>
<tr>
<th>LCI(G)</th>
<th>LST</th>
<th>LST</th>
<th>LST</th>
<th>LST</th>
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<td>123</td>
<td>118</td>
<td>220</td>
<td>449</td>
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</tbody>
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SECRET

Subj: War Diary from COOL Love, 31 May, 1944, to 2400 King, 30 June, 1944.

Commander Screen Group, Task Group 53.16 - Commander W. L. Tagg, USN. (Aboard U.S.S. Stembel).

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

These vessels along with U.S.S. Stembel (DD44) 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.

Sunrise and sunset submarine 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 as follows:
SECRET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

Commander Task Group 53.17

Commander E. A. McFall, USN.

Flagship and guide - U.S.S. Black (DD666)

<table>
<thead>
<tr>
<th>LST 446</th>
<th>LCI(G)442</th>
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<tr>
<td>41</td>
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<td>1136</td>
<td>1328</td>
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</table>

APC 46

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. Commander 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 369) - Lieutenant H. P. Rabenstein, USNR.
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 July, 1944

PART "A"

GETTING UNDERWAY AND PASSAGE TO KWAJALEIN
LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

o/o Fleet Post Office,
San Francisco, California,
1 July, 1944

SUBJ: War Diary from O001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

---------------------------------------------

31 May, 1944

Commander, LST Flotilla Five, was at his headquarters at
Lyons Point, Florida Island.

1100

Commander, LST Flotilla Five, moved his personal effects
aboard the U.S.S. Stembel (DD644), which was to be the
flagship for Commander Task Group 53.16. The following
officers of the staff accompanied him: C. E. Tweedle, Lieut.
Commander, Operations Officer; R. F. Barnes, Lieut. (jg) and
L. V. Scott, Lieut. (jg), Communications Officers; Ensign
L. G. Cogswell, Flag Secretary. Also accompanying him were
six enlisted men of the staff. The remainder of his staff
were aboard various LST's of Task Group 53.16 and Task
Group 53.17.

Commander, LST Group Thirteen, with staff embarked in LST
446 of Task Group 53.17.

Commander, LST Group Fifteen, with staff embarked in LST
466 of Task Group 53.16.

LST's were anchored off Guadalcanal loaded to the brim with
Marines, mobile equipment, ammunition, fuel, rations, and
other implements necessary to fight the enemy and regain the
once U.S. owned territory which was to be our objective.

1300

Commander, LST Flotilla Five, now operating as Commander Task
Group 53.16, in U.S.S. Stembel departed Purvis Bay, the "Home
Sweet Home" of LST Flotilla Five since the early occupation of
Guadalcanal. As the flagship stood out for Guadalcanal, messages
were received visually from activities with whom the flotilla had
been associated with in the past year wishing the flotilla quote
Carloads of Luck unquote. The flagship's departure had been
delayed by LCI L37 which had gone aground in the Purvis Bay area
and was pulled off by the U.S.S. Grapple.
L.S.T. FLOTTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

SUBJECT:
War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

ICT (11)
31 May, 1944 (cont.)
1400

The flagship arrived off Tetere Beach, Guadalcanal, where LST's of Flotilla Five and the rest of the ships of Task Group 53.16 were anchored. Task Group 53.17 was anchored off Tassafaronga Beach, Guadalcanal. CTG 53.16 paid his farewell respects to Commander Task Group 31.1, Rear Admiral G. H. Fort, and then made an official call to the U.S.S. DuPage, the flagship for Commander Task Group 53.3, Captain P. Buchanan.

Last minute details were checked to see if all were ready. The Commodore asked Commander LCI(G) Group 37, "Did you get all your rockets?" The reply was "affirmative".

CTG 53.17 reported that his ships were all set and ready to get underway. LCI 437 was just arriving.

CTG 53.16 again warned against use of voice communications. All ships of Task Group 53.16 and 53.17 had been equipped with SCR 608 and 610 voice radios. They were quite a novelty and signalmen became lazy and thus the radio traffic became abundant. The Task Group Commander advised them thusly: "There has been far too much non-essential voice communication in these task groups. This practice will cease. Voice communication must be limited to emergency and highly important transmissions. Vessels are especially cautioned for reasons of security to make minimum use of voice transmissions between hours of 1100 and 1400."

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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 July, 1944

S-E-E-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LCT (-11) 31 May, 1944 (cont.)

Last minute officer messenger and guard mail was received aboard the flagship for distribution.

1600 Task Group 53.16 got underway forming up in accordance with CTG 53.16 Sortie Plan which placed the sixteen LST's in two columns of eight each followed by the ALOE and AGENDA in one column and HOLLY in the other. The nine LCI's formed two columns immediately astern of the net tenders. The SC's, YMS's and PT's formed an outer ring of defense around the Task Group, PC 555 ranged 500 yards ahead of formation and the U.S.S. STEELE preceded the PC by 500 yards.

A course was set to take the Task Group through Lengy Channel to open sea and ultimately to Kwajalein atoll of the Marshall Islands, the staging point for operations to follow.

1654 SC 724 reported that their pharmacist mate was missing from ship. It urgently requested replacement at staging point.

1850 LST's of both Task Groups received the following congratulatory message: "You did a swell job on loading your ships. Nice work. Captain Carter."

2000 The convoy position was Lat. 09°00' S.; Long. 160°31.5' E.

Thus LST Flotilla Five rode out into the setting sun to meet the forces of the Rising Sun again.

1 June, 1944

Steaming on course 349(T) at nine knots enroute Kwajalein from Guadalcanal Island, was Captain G. E. Carter, CTG 53.16, in U.S.S. STEELE (DD644). This ship was ranging 1000 yards ahead of Task Group 53.16 and Task Group 53.17 was ten miles astern of Task Group 53.16.
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 July, 1944

S-E-C-T-I-P-T

Subj: War Diary from OOOS Love, 31 May, 1944, to 2400 King,
30 June, 1944.

ICT (-11) 1 June, 1944 (cont.)

0228 Radar contact was made on Gower Island bearing 043°(T) distance
15 miles.

Morning found the U.S.S. ALOE out of position. It reported:
"did not receive the word on course change during the night,
will increase speed to 11 knots to regain position."

0600 Always eager to increase the accuracy of the gunners of his
Task Group, the Task Group Commander arranged for an A.A.
shoot at 0600. He gave the following visual message to the
group, "At 0600 be prepared to participate in A.A. shoot with
machine guns at modified "tare" runs by Navy Marauder, painted
yellow, towing sleeves with length of towline up to 7000 feet.
We will retain present formation. Take best advantage of
target with due regards to safety of towing plane and other
ships in formation."

0800 Position Lat, 07°13' S.; Long, 160°17', 5' E.

0827 Changed speed to 9.5 knots.

PC 549 was engaged in passing important officer messenger mail
received on board at Guadalcanal. All ships were urged to aid
here as she came alongside.

0900 Changed course to 025°(T). Conducted gunnery practice at
plane towed sleeves. Three planes were employed. Task Group
53.17 exercised simultaneously at gunnery practice.

1022 Ceased gunnery practice. Results were fair but given a "bandit"
for a target, the results will be more than satisfactory as
shown by previous encounters and flags painted on the bridges of
various LST's.
L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

S-E-C-R-E-T

Subj: War Diary from O001 Love, 31 May, 1944, to 2400 King, 30 June.

1037
Went from "Sortie" formation into "Cruising" formation #1 described on page five of this report.

1200
Position Lat. 06°39'5" S.; Long. 160°26'5" E.

The afternoon was spent in transferring officer messenger mail to various ships. PC 1125 and PC 549 were designated as mail boats. Mail was divided and instructions given to them to deliver the important "messages to Garcia" aboard designated ships.

The flagship closed the U.S.S. BLACK, flagship for CG 53.17, and last minute problems were discussed between Task Group Commanders.

2000
Position Lat. 05°33'1" S.; Long. 160°58' E.

The day was cloudy and the tropical heat was subdued by intermittent rain showers.

1037
2 June, 1944

0800
Changed base course to 028°(T). Position Lat. 03°48'5" S.; Long. 161°27'1" E.

0835
The screen which did not rotate when last course change was made rotated at this time using 028°(T) as the axis.

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

San Francisco, California,
1 July, 1944

Subj:
War Diary from 0011 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

2 June, 1944 (cont.)

0815 LCI 469 reported receiver trouble on SCR radio. Steps were taken to place another set aboard from LST 488.

LST 241 reported bad fuel which caused ship to smoke excessively.

0840 The Task Group Commander requested information from Commander Task Unit 53,3,6 on which LST’s are short of smoke making equipment.

1048 Began delivery of mail to LCI’s of starboard column.

1055 LST 449 sheared sharply out of column. This movement caused by failure of steering gear. Ship’s personnel attempted to repair it. It requested to stay behind formation until repairs were effected. It reported that the electrical and hydraulic systems worked O.K., separately but could not be coordinated.

Mail was again given to the two PC mail boats for delivery.

1200 Position Lat. 03°17′5″ S.; Long, 161°45′ E.

1440 Ships were exercised in tactical drill, "Deploy Charlie", This is the attack formation which the ships will assume when they have arrived at their destination and are ready to strike at the enemy.

1425 CTU 53,3,6 reported all LST’s of Task Group 53,16 had smoke making equipment aboard.

1445 LCI(G) 365 of Task Group 53,17 reported TOS radio trouble.
Subj: War Diary from 0001 Love, May 31, 1944, to 2400 King, 30 June, 1944.

2 June, 1944 (cont.)

1502 LST 219 opened upon voice radio. The Commodore requested the reason for breaking radio silence. The ship admitted an absolute disregard of orders and stated that it would not happen again.

1522 The Personnel Officer, aboard LST 447, was advised that three radiomen were to be placed aboard APc 46 at staging point.

1557 Completed the "Deploy Charlie" exercises.

LST 269 reported clutch to starboard engine was out and repairs to same were proceeding. Repairs were effected in one hour. LST 449 was still having steering trouble and had to remain astern of formation. A repair party from the U.S.S. AGEMOR was put aboard the LST by small boat. The AGEMOR remained behind to assist as needed. YMS's 195 and 216 also remained to provide screen for these ships.

The U.S.S. BLACK was contacted visually. CTG 53.17 reported that he had mail for this command and would close STENDEL tomorrow to effect delivery.

1713 LST 449 had completed repairs and it, with the AGEMOR and the two YMS's for escorts, was proceeding to take position in convoy. They were 22,000 yards behind.

1730 All LCI(G)'s were instructed to paint the hull number of ship higher up on the bow and make it larger so it could be easily seen.

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LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander
c/o Fleet Post Office,
San Francisco, California,
1 July, 1944

SECRET

Subject: War Diary from O001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

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LCT (-11) 2 June, 1944 (cont.)

2000 Position Lat. 02°16' S.; Long. 162°13.9' E.

Most of the afternoon was cloudy with intermittent showers. The sea was rough, caused by high winds and heavy ground swells. Many of the Marine troops aboard LST's found the rail a comfortable and convenient place to stay.

---

LCT (-11) 3 June, 1944

The base course of Task Group 53.16 was 028°(T) and speed nine knots. Task Group 53.17 was astern with an interval of approximately ten miles between the two groups.

LST 449, AGENOR, and their LMS escorts were still not in formation. The LST was again having steering gear trouble.

0640 LST 247 turned out of column and headed into open water to lash down a boat which had broken loose in the rough sea. They soon regained position.

0800 Position Lat. 00°44'01' S.; Long. 163°05.5' E.

0915 LCT's requested permission to go alongside LST 123 to get fresh bread.

0936 Changed speed to eight knots to allow the AGONOR to regain station.

Lt. Stroud, (MC), was transferred from LST 488 to LST 219 to perform an emergency appendectomy.
LST 479 of Task Group 53.17 reported losing an LCPR boat in the heavy sea early in the morning. All LST's were busy securing deck cargo.

1019 Passed officer messenger mail to the U.S.S. BLACK and received mail in return from her.

1105 The straggling ships, LST 449, AGENCY, and LMS escorts, resumed station and nine knot speed was resumed.

1150 Again old LST 449 started going in circles. She went to hand steering.

1200 Position Lat. 00°08'15" ; Long. 169°22'.

LST 449 requested assistance from AGENCY to repair steering gear.

1225 U.S.S. AGENCY was ordered to stream boat and send necessary repair party and material to LST 449 where party was to remain until repairs were effected. Boat returned to AGENCY and both ships got underway.

LST 123 donated eighty loaves of bread to any of the small craft who were in need.

1347 Officer messenger mail was again passed to the mail PC's for further delivery to other ships.

PC 549 requested permission to test fire .50 calibre gun. Permission granted.
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 July, 1944

S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LCT (-11)  3 June, 1944 (cont.)

1718
Closed U.S.S., BLACK to pass guard mail. BLACK reported that
LCT 365 had defective radio set.

Lt. Nolan on LST 488 was requested to have LCT's close LST
and demonstrate fire pumps. All LCT's complied satisfactorily
with the exception of 469, 473 and 466. CTG 53.17 was requested
to arrange a similar demonstration.

1852
LST 117 reported a breakdown of one engine. Engine was repaired
in less than one hour.

1900
YMS 195 reported failure of sound gear. Ship's force attempted
to repair.

2000
Position Lat., 00°53.5' N.; Long., 163°59.5' E.

LCT (-11)  4 June, 1944

Task Group 53,16 was on course 028°(T) at speed of nine knots.
Task Group 53.17 was twelve miles astern.

0600
Fueling and watering of YMS craft begin. The following craft
received from the ships listed opposite:

YMS 136  U.S.S., AGERIOR
YMS 195  LST 220
YMS 237  LST 343
YMS 242  LST 241

0705
LST 449 still having steering trouble. The repair party
reports that they are unable to find difficulty as everything
seemed in order.

-17-
S-E-C-R-E-T

LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

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

S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

4 June, 1944 (cont.)

0700 YMS 237 reported that it had 4,000 gallons of fuel aboard and daily consumption was 500 gallons per day.

0800 Position Lat. 02°25'5" N.; Long. 164°47'1" E.

0805 Fueling completed.

0815 Task Group 53.16 received the following visual: "Expect to conduct "Deploy Charlie" exercises at 1000. Do not intend to use voice radio but flag hoist instead."

0830 LCI 466 reports it is ready to demonstrate fire-fighting equipment.

0900 LCI 466 was testing her fire-fighting equipment off starboard beam of flagship. The LCI closed the STENBEL to extinguish an imaginary fire on the forecastle. The LCI came too close and crashed into the destroyer carrying away the starboard motor whaleboat. The LCI suffered slight damage to three rocket launchers, one gun sight and small handy billy. The boat from the STENBEL did not sink and was retrieved from shark infested waters. A number of large sharks were present at the scene of the accident immediately after occurrence. Upon inspection it was discovered that the boat had a broken stem, keel broken in two places, and the engine and batteries ruined from being submerged in salt water. This cancelled the previously arranged "Deploy Charlie" exercises.

1055 The damaged boat was secured and the Stembel resumed position.

1200 Position Lat. 02°50'6" N.; Long. 165°02'5" E.
Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LST (-11) 4 June, 1944 (cont.)

1225 Task Group 53.16 formed up into cruising formation "Charlie Two". The screen moved into 2000 yards instead of the usual 5000 yards.

1300 Fueling and watering of the two remaining YMS began with operations as follows:

    YMS 184 from U.S. AGENOR
    YMS 216 from LST 449

1345 Doctor from LST 220 was sent aboard HOLLY by SC to tend patient needing immediate medical attention.

Instructions were passed by Commander of the Screening Group to SC's for disposition of screening vessels during SC fueling period on fifth.

1431 Fueling of remaining YMS completed.

1443 LST 449 announced they were "ready for business", repairs having been completed and requested permission to rejoin formation. Permission granted.

1506 Task Group 53.16 was exercising at tactical maneuver, "Deploy Charlie".

1558 Ceased exercises and resumed cruising formation on base course and speed.

1620 PC 549 requested permission to disable one engine for two hours for repairs. Permission granted. Ship was able to keep station on one engine.
SECRET

Subject: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LST (-11) 4 June, 1944 (cont.)

1630 Vessels needing repairs at staging point were instructed to list same with CTG 53.16 immediately upon arrival at staging point.

1720 Repairs to PC 549 were completed.

1745 In accordance with dispatch from Commander Group Three-Fifth Amphibious Force, visual message was sent to Task Group 53.16 containing instructions to disseminate information regarding objective with emphasis upon strategic and historic significance to all hands. Caution was also advised in contacts with personnel outside Task Force with whom dealings would be had at the staging point in order to preserve secrecy.

2000 Position Lat. 03°46.5' N.; Long. 165°28' E.

Administrative Command of Fifth Amphibious Force reported that 150 seamen and 23 radiomen would be available at the staging point. This information was passed to the Personnel Officer, Lt. Fugina, aboard LST 447, for his handling upon arrival at Kwajalein.

LST (-11) 5 June, 1944

Task Group 53.16 was steaming on course 028°(T) at speed of 9 knots.

0800 Position Lat. 05°00.5' N.; Long. 165°59' E.

0908 Commander Task Group 53.17 listed the following repairs as being needed at Kwajalein to ships of his group: LST 243 needed twelve to twenty-four hours availability to repair badly leaking port stern tube bearing. YMS 21 needed repair to badly damaged starboard superstructure amidships (received when she hit LST 270 bow anchor during fueling operations) also starboard amidships twenty millimeter gun knocked off foundation and woodwork of after starboard forecastle deck crushed.
SECRET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

5 June, 1944 (cont.)

1010 Closed U.S.S. BLACK for telephone conversation between Task Group Commanders.

1125 Commodore asked YMS 261 if all sweep gear was aboard YMS's in accordance with COMMANDGROUP/THIRDPHIB despatch 280918. Upon reply in the affirmative, they were congratulated upon their good work.

1200 Position Lat. 05°39.5' N.; Long. 166°13' E.

1240 Message was sent to Lt. Nolan to make check of missing parts for fire-fighting equipment for LCI 466, 469 and 473 and obtain missing parts at staging point and advise CTG 53.16 when ships were ready for effective demonstration.

1437 Advise received that fire pumps aboard LCI 466, 469 and 473 now operative.

1600 Closed U.S.S. BLACK and delivered guard mail. Made final preparation for leaving formation and proceeding into Kwajalein to make arrangements for early arrival of Task Group 53.16.

1710 Request from SC 504 to fire 40 MM gun on sixth directed to Commander LST Group 15, who would be senior present in Task Group 53.16 on that date due to the absence of the Commodore.

1735 LST 343 was advised to take NAV guard for Task Group 53.16 in the absence of the flagship.

1756 Air flash red reported by Majuro.
LST FLIGHTS/AL2-1
Serial 00110

LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

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

SUBJ: War Diary from O009 Love, 31 May, 1944, to 2400 King,
30 June, 1944

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5 June, 1944 (cont.)

1829 U.S.S. STENBEK departed from formation for Kwajalein.

1902 Air flash white reported from Majuro.

2000 Position Lat, 06°48.5' N.; Long, 166°58' E.

During the day the LST 447 reported that a new compensation
coil for delco 100 kw generator was needed and old one in
need of being rewound. Also repairs to gyro repeater needed.

Fueling operations were completed as follows with SC's taking
fuel and water from the ships indicated:

SC 504, 521 from U.S.S. AGENCOR
SC 667 from LST 269
SC 724 from LST 447
SC 727 from LST 125
SC 1273 from LST 399

Task Groups 53.16 and 53.17 were advised to ascertain how many
radiomen were needed to bring screening vessels complement up
to three radiomen each.

6 June, 1944

The U.S.S. STENBEK with CG 53.16 departed Task Group 53.16 and
proceeded Kwajalein Atoll to request permission from the harbor
authorities to enter the harbor 24 hours earlier than their
original intended time of arrival.

0640 Entered Gia Passage into the Kwajalein Atoll lagoon.
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 July, 1944

S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

6 June, 1944 (cont.)

0732 U.S.S. STREBELL anchored in berth "King 19". Captain G. B. Carter,
with various staff officers accompanying him, went aboard the
U.S.S. ARGOSSY for conference with S.P.A., Captain S. B. Ogden, USN.
Permission was granted for the Task Groups to enter ahead of
schedule.

0800 Position Lat. 08°42' N.; Long. 167°40' E.

0805 U.S.S. STREBELL with CTG 53.16 aboard departed Kwajalein to
rejoin convoy. Various staff officers remained aboard U.S.S.
ARGOSSY to expedite fueling and watering of ships of Task Groups
53.16 and 53.17.

0830 Requested plane anti-submarine patrol be provided for protection
for Task Groups 53.16 and 53.17 who were nearing Kwajalein.

0947 U.S.S. STREBELL resumed station with Task Group 53.16.

0950 Ships formed single column with STREBELL leading, followed by
PC 555, LST's, LCI's, AN's and AGEMOR with SC's, PC's, and mines
screening on either side.

1146 U.S.S. STREBELL again entered Kwajalein Lagoon through Gea Passage
followed by Task Groups 53.16 and 53.17.
Various ships immediately went alongside tankers and fuel barges to
take on fuel and water. The rest anchored in assigned anchorages
and sent small boats to the provision ships to take on provisions.

1200 Position Lat. 08°49.2' N.; Long. 167°42.5' E.

This ends the first part of the journey of Task Group 53.16 and
53.17 in the conquest to regain American soil from the enemy.
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 July, 1944

PART "B"

FINAL PREPARATIONS AT KAJALEH
LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

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

SEC-RET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

1200 Love, 6 June, through 1200 Love, 9 June

The ships of Task Groups 53.16 and 53.17 descended upon the port of Kwajalein like a band of raiding Comanche Indians, their working parties scattering to all parts of the lagoon for three days of intense activity (seldom broken by periods of rest) in gathering provisions, supplies, guard mail, the all-important personal mail, and various other needs and necessities to complete final preparations to carry the attack to the enemy. Ships of the Task Groups were constantly criss-crossing the harbor in their operations of procuring fuel, water, and tending to repairs or having deficiencies brought out by their trip from Guadalcanal corrected. All in all the scene for the period of preparation was one of feverish activity on the part of all hands.

The U.S.S. STEBBEL proceeded directly to YO 160 for fuel. IST's were sent four at a time alongside the water barge to take on water and alongside the tanker to take on fuel. All IST's took on water which had to be chlorinated (2 pts, to 1,000,000 gallons). LCI's as well as the smaller craft, PC's SC's, and YIS's were fueled and watered. All available boats were sent to the provisioning ships, FASTO'RES, ALDERMAN AND CHEKIN to carry out the tremendous task of filling to capacity the ladders of all ships. Twenty four hour schedules were maintained at this work. COMSERON 10 aided in every possible way to expedite our preparations. One important feature of this aid was the providing of boats to the Task Group. This was of major importance to the small craft.

Fueling was progressing very well until SC's obtained bad fuel (diluted with salt water) from the tankers. It was necessary that this fuel be jettisoned outside Gna Passage in accordance with SOPA instructions. The SC's were then ordered to take on new fuel from the tanker, NASCOA. The SC's experienced considerable difficulty with fuel injectors caused by the bad fuel which had entered the engine system.
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---------------------------------------------
1200 Love, 6 June, through 1200 Love, 9 June (cont.)

The largest problem aside from fueling, watering, and provisioning was
executing repairs to all craft in need of same. The repair lists became
quite lengthy. The U.S.S. AGENOR was left at anchor where water and fuel
were delivered to her by barge in order that HER all-important work would
not be interrupted. The Flotilla Engineer was placed aboard to handle this
end of the work. The AGENOR accomplished the repairs in a very commendable
fashion. Some of the requests for repairs were as follows:

LST 70 needed main engine parts and refrigeration repairs.

LCI 365 needed alongside availability to repair hole in
bow, gyro repairs and repairs to fire pump.

SC 1319 was in need of radio repairs.

YMS 184 needed refrigeration repairs.

LST 447 needed repairs to compensating coil and gyro repeater.

YMS 241 needed radar and radio repairs as well as repair to
superstructure and replacement of a 20 12-p. gun.

LST 117 requested permission to disable port main engine to
repair damaged injector. Permission was granted and repair
was carried forward by ships personnel.

LST 479 needed repairs to davit damaged when small boat broke
loose in heavy seas.

YMS 272 requested six hours at anchor availability to clean
evaporators.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

1200 Love, 6 June, through 1200 Love, 9 June (cont.)

LST 220 needed repairs to stern anchor engine.

SC 1326 requested 18 hours at anchor availability to affect minor repairs to main engine.

YMS 260 requested repairs to damaged ship railing.

LCI 471 needed eight hours for engine repairs.

YMS 184 and 270 needed sound gear repair.

SC 1319 needed radar repairs.

LCI 440 needed steering gear repair.

SC 667 needed repair to refrigerator and sound gear.

SC 1328 and YMS 195 needed sound gear repairs.

LST 243 reported that it needed repairs to stern tube bearing. Upon investigation by U.S.S. AGENOR it was found that the propellers were badly damaged and needed immediate replacement. It was sent to the U.S.S. LUZON to effect this needed replacement. Later it was discovered that the LUZON could not complete the necessary repairs in the limited time available. It was then decided that the U.S.S. GRUNDE would take the LST in tow and then release it when within 100 miles of the attack point thus protecting the 243 from excessive damage caused by vibration. Upon further investigation, the LUZON decided that it would be possible to trim the propeller blades and thereby enable the LST to proceed under its own power.
Subject: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

1200 Love, 6 June, through 1200 Love, 9 June (cont.)

The LST 449 reported that repairs to steering gear were not complete and that repair parties had been returned to the AGENOR. Now perhaps the 449 would accompany us instead of follow us on the balance of the trip.

The YMS's needing sound gear repair were ordered alongside the SHOREL where repairs were accomplished by technicians from the destructor.

Because of considerable engine trouble with the engines of the LCT's, CTG 53.16 requested that General Motors Representative, J. K. Lunda, be given temporary orders to accompany and render assistance on the remainder of the trip in keeping LCT's in tiptop condition and ready to strike when called on.

Each LST was to be equipped with three landing nets. These had to be distributed. The services of a crane were obtained to accomplish this.

On the morning of the eighth SC's, 521, 1325, 1326, 1328 and YMS 281 were ordered out to screen for the approaching Task Groups who were to form a part of the operation. The U.S.S. APPALACHIAN with CTG 53 aboard arrived at approximately 1100 on the eighth. On his arrival FC 555 was assigned to him as a dispatch boat.

LST 343, with the remainder of the Flotilla Communications Staff aboard, served as the guard mail and officer messenger mail center for both Task Groups. In addition to the regular features of a mail center which included the handling of last minute operation annexes and appendixes, this mail center provided the eighty two craft of the task groups with a complete and up to date bargain and general radio traffic service covering the period of time since the
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1200 Love, 6 June, through 1200 Love, 9 June (cont.)
departure from Guadalcanal. This involved no small amount of work with the
collection and distribution of mail from the various Task Group Commanders
and Commander Task Force 53.

Another important feature of the preparation was the final portioning out of
troops for the coming assault. The primary assault troops were placed aboard
the LST's where they were to form the first assault waves ashore at the objec-
tive. These included the armored amphibious units and signal corps personal.
The troops to reinforce the first waves of the attack, the transport units,
and service units, were embarked in the AP's and AK's which arrived on the
eighth. The troops were embarked with their respective units by 2100 on the
eighth.

Considerable difficulty was encountered in keeping voice transmissions (SCR
608 and 610) between the various units at a minimum and those consistent
with the rules of security necessary at this time and location. During the
sixth and early part of the seventh both Task Group Commanders (CTG 53,16
and 53,17) served as controlling stations on the circuits. This method of control
proved to be too confusing and on the evening of the seventh, CTG 53,16 assumed
control of the circuit and immediately issued an ultimatum to observe previ-
ous instructions with regards to the voice radio circuit or else. From that
time transmissions were consistent with the principles of good communications
and all requests to transmit were cleared by the control station. Upon arrival
of CTG 53, aboard the U.S.S. APPALACHIAN, control of the circuit was assumed
by him.

Ships were requesting ammunition to replace that expended during general
practice enroute to the staging point. The CASCADE and ARGONNE had stocks
available and the necessary ammunition to bring reserves back to par were
obtained from them.
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1200 Love, 6 June, through 1200 Love, 9 June (cont.)

On the morning of the ninth conference was held aboard the U.S.S. ELMER for the commanding officers of all units of the Task Group 53.17 at 0930. Similarly, a conference was held aboard the U.S.S. DRAKE for commanding officers of Task Group 53.16 at 0900. These conferences were to discuss last minute details prior to departure.

At 1120 on the ninth the U.S.S. BENNETT stood in with three officers and ten enlisted men aboard for LST Flotilla Five. These men were ordered to report to the LST 444 for duty. The U.S.S. BENNETT also carried much guard mail and personal mail which had been picked up at Guadalcanal for the Task Group. This mail was taken aboard the U.S.S. STEBBLE and delivery was to be affected enroute to our destination.

At 1115 on the ninth air flash blue was received.

At 1125 air flash red and all hands went to "CQ". Several of the screening vessels for the transports and CVE's present began making smoke.

At 1130 air flash white.

Just prior to getting underway on the ninth, Lt. Stevens from the U.S.S. St. Louis came aboard to make final arrangements for the rendezvous of his force with Task Group 53.16 and 53.17 at sea just prior to the attack on our objective.

At 1210 preparations were begun to get underway.

At 1330 the main hooks came up and Task Groups 53.16 and 53.17 again stood out to sea.

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1200 Love, 6 June, through 1200 Love, 9 June (cont.)

Commander Task Group 53.16 was elated over his foresight in bringing his forces into Kwajalein prior to the intended time of arrival and making all arrangements for their provisioning, fueling, watering, and repairing prior to the arrival of the other Task Groups of Task Force 53. This materially aided in keeping confusion at a minimum and completely did away with the bottle-necks that might have developed otherwise. Command should go to CONDEMN, the repair ships, AGENTOR, LUCION, ARGONNE, the STEM ALERT for a magnificent job well done in preparing all ships for the last part of the voyage to Guam and the subsequent strike at the enemy. All hands, too, are to be commended on their fine workmanship and hard work in attending to the last minute details. With a spirit such as shown at Kwajalein success is assured for the mission and sure defeat for the enemy.

So ends part "B", "Final Preparations at Kwajalein" of this report.
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PART "C"  
PASSAGE TO GUAM
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

1002

1545

The flagship, U.S.S. STEBBEL, with TG 53.16 aboard stood out of Gaia Passage closely followed by Task Group 53.16 and 53.17. Convoy formed up immediately into cruising formation No. 1 for the last part of the journey to our objective, for the part which promised at this time to be very eventful and possibly a history making passage. Course 299°(T) was set, speed ten knots.

In the process of getting underway LST 207 had a minor breakdown which delayed them for approximately thirty minutes.

Notification was received that the U.S.S. Murray would be the fighter director ship for Task Groups 53.16 and 53.17 during the daylight of "William-1" day.

Instructions were given not to issue ammunition to the troops embarked in the Task Groups until just prior to the assault.

Immediately upon the convoy forming up, a check was made to see if all ships had gotten underway in accordance with instructions. It was found that LCT 437 (again a straggler) and SC 1326 were absent from formation. The STEBBEL immediately stood back to locate the stragglers at a speed of 25 knots.

1845

Darkness had fallen and as the STEBBEL entered Gaia Passage, the signal tower aided her passage by turning a small searchlight on the starboard entrance buoy. (Passage is not recommended after dark with no moon.) Upon getting inside the STEBBEL began blinking its call to the LCT 437 and SC 1326 with instructions to proceed to her at once.
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 ICT (-11)

9 June, 1944 (cont.)

The LCI and SC complied. The LCI had remained behind to complete work to gear box assembly which it had been anticipated would be completed by 1530. The SC had remained to look after the LCI. The STEELHAD the strays through the passage and set a course for them that would lead them back to their Task Group, 53.17. The STEELHAD then departed on course at 17 knots to rejoin her unit.

2330

The STEELHAD closed the U.S.S. BLACK and gave her the story on the missing ships. The two strays were steering course 293° (T) at 11½ knots. The STEELHAD then proceeded to take up station with Task Group 53.16.

10 June, 1944

0310

The flagship rejoined Task Group 53.16 and resumed station 7000 yards ahead of the formation.

Daylight found Task Group 53.16 proceeding on course 294° (T), speed 9 knots with Task Group 53.17 ten miles astern. LCI 437 and SC 1326 were sighted by the U.S.S. BLACK. They were O.K. and proceeding at twelve knots thirty seven miles astern. They increased their speed to thirteen knots to take proper station.

0800

Position Lat. 09° 47’ N.; Long. 165° 11’ E.

0920

Officer messenger mail, guard mail, and personal U.S. mail was given to the two PC mail boats for distribution. Morale of the LST crews and officers reached a new high. Mail is a sure cure for all ills.

1104

Had a sound contact bearing 340° (T), distance 1200 yards. Attack measures were followed out.

1113

The contact was determined to be false.

1200

Position Lat. 10° 00’ N.; Long. 164° 31’ E.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

10 June, 1944 (cont.)

1230 Task Group 53.17 held gunnery exercises.

1330 After Task Group 53.17 had completed their gunnery exercises, the U.S.S. BLACK closed the U.S.S. STEBEL for mail, guard and officer messenger, and U.S. mail for distribution to all ships Task Group 53.17.

1723 LCI 473 reported her SCR 610 radio inoperative. Staff radio material personnel aboard LST 488 were detailed to effect repairs.

2000 Position Lat. 10°31' N.; Long. 163°23' E.

11 June, 1944

0045 Air flash red at Eniwetok Atoll.

0048 Air flash red at Engei Island of Eniwetok Atoll.

0123 Air flash white at Eniwetok Atoll.

0800 Position Lat. 11°11' N.; Long. 161°40' E.

Task Group 53.16 was steaming on course 294° (T) at speed of 8 knots with cruising formation relatively unchanged and distance between Task Groups 53.16 and 53.17 the same.

The flagship closed LCI 466 and a telephone conversations was held between CTG 53.16 and CTU 53.3.8. LCO(3)'s were to be given the information that they may be expected, after the initial assault, to remove rocket launchers and replace ramps in order to land troops in Apra Harbor, Guam, to secure it. In order to accomplish this it would be necessary to remove sixteen rocket launchers per side. The ramps for re-installation were carried aboard the ALOE, HOLLY and certain of the LST's. The ALOE, HOLLY AND AGENTOR were to assist in the reinstallation of the ramps.

0840 YM 216 passed minesweeping gear to YM 242.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June.

LCT (-11) 11 June, 1944 (cont.)

0900 Screen closed to 200 yards to participate in aircraft gunnery exercises.

0922 Commenced gunnery exercises.

1000 Secured from gunnery exercises. Results were good.

1023 Held SCR radio test. Results were very good.

1030 Screen opened to 400 yards, LCI(1)'s cleared formation to conduct test firing of rockets.

1030 U.S.S. STEMBEL closed with FG 555 for double echo radar calibration for fire control radar.

1145 All ships back in formation.

1200 Position Lat., 11°27' N.; Long., 161°05' E.

LST's were directed to test auxiliary gasoline powered fire fighting equipment daily to be sure no bugs could prevent maximum results from this highly important equipment.

1427 Course varied to 282°(T).

1738 U.S.S. STEMBEL detected surface contact and proceeded to maneuver on various courses and various speeds for investigation of contact which was closing formation on bearing 100°. The contact was identified as the U.S.S. BLACK.

1755 Changed course to 280°(T) and speed to eight knots.

1745 CTG 53.17 reported his Task Group was 20 miles astern making eight knots. SC 1326 was in tow by GRAPPEL while making 12 hour repairs to starboard engine. LCT 442 burned out starboard main thrust bearing. Because of this another LCI was substituted to take the lead in maneuvers since the 442 would experience considerable difficulty in maneuvering. No spare parts were available in either convoy. The best safe speed the 442 could make was nine knots.

2000 Position Lat., 11°43.9' N.; Long., 159°44.2' E.

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DATE (-11) 12 June, 1944

Task Group 53.16 was steaming on course 280°(T), speed eight
knots. Task Group 53.17 was ten miles astern.

0630 Changed base speed to nine knots.

0640 U.S.S. STEHEL made possible sound contact bearing 285°(T) and
proceeded to investigate.

0645 The results of the investigation proved negative and investigation
was broken off.

0750 SC 724 reported radar inoperative. Ships force were unable to
repair. Requested technician from repair ship come aboard to
effect repairs.

U.S.S. BLACK reported that SC 1326 had completed repairs but
could operate only at 12 knot speed.

LCI 442 was still in tow having been taken in tow when repair
party from AGENOR arrived about 2000 the night before with part
to effect repair to burned out thrust bearing.

0800 Position Lat. 11°36' N.; Long. 158°13' E.

0830 U.S.S. STEHEL closed LCI 473 to transfer radio spare parts.

LS'T's were cautioned not to use gasoline for operating evap-
orators at the expense of LVT's not having an adequate supply.

0925 PC 555 requested technician to repair sound gear.

1200 Position Lat. 12°06' N.; Long. 157°36' E.
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12 June, 1944 (cont.)

1237 PC's 1125 and 549 closed the flagship for officer messenger mail for delivery to Task Group 53.16.

1430 SC 724 closed STEMBEL and radar repair party was sent to the SC by breaches buoy to repair radar.

1444 LCI 472 closed STEMBEL's port quarter to deliver mail. A few minutes later the LCI demonstrated fire fighting equipment.

1526 PC 555 closed STEMBEL to pick up sound repairmen who were passed by breaches buoy to effect repair of sound gear.

1600 Set clocks back one hour. Entered King (-10) time zone.

LOT (-10)

2000 Position Lat. 21°23' N.; Long. 156°09' E.

LOT (-10)

23 June, 1944

Steaming on base course 280°(T), speed nine knots. Task Group 53.17 was approximately 12 miles astern.

Today it was officially learned that Admiral Halsey had been detached from his command as COMSOPAC. The best of luck is wished him wherever and whatever his new duty may be. His leadership during the past year that the Flotilla has operated under his command has been a high inspiration to all.

0625 Executed flag hoist closing the screen to 2000 yards in preparation of holding tactical drill exercises.

0730 CTG 53.17 reported hard luck story saying in effect: "Never a dull moment" — SC 1326 had hit a large fish and badly damaged her sound dome and thereby placing sound gear inoperative.
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13 June, 1944 (cont.)

0730 (cont.) LCI 442 was still in tow by GRAPPLE. The Medical Officer from the U.S.S. BLACK performed an emergency appendectomy on a patient from the GRAPPLE. (This was the second such case since Guadalcanal). And to further add to his troubles, a stearns mate aboard the LST 227 ran amuck - no casualties sustained.

0800 Position Lat. 12°42' N.; Long. 154°16' E.

0812 Formed cruising disposition #2 which is formation prior to "Deploy Able" tactical maneuver.

0843 Commenced "Deploy Able" exercises. This was the alternate attack plan in case Task Group 52.16 landed at the same beach that Task Group 52.17 was assigned to land on. This being the first attempt at this maneuver, several rough spots had to be ironed out.

0912 YMS 242 requested permission to put machinist mate aboard the AGENOR for medical treatment for foreign particle in eye.

1039 Deployment exercises completed, the formation resumed cruising formation #2.

1200 Position Lat. 12°37.2' N.; Long. 154°00.4' E.

1225 Formed cruising formation #1.

1328 Closed PC 555 to receive sound gear repairment sent aboard in breches buoy yesterday.
SECRET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LOT (-10)

13 June, 1944 (cont.)

1405
Made unidentified air search radar contact ("bogey") bearing 055°(T) distant 34 miles. This was our first indication that the enemy had an eye on us.

1407
Contact faded.

1636
Changed base course to 280°(T). Closed BLACK for visual communications.

1650
LST 116 was having engine trouble and requested permission to shut down one engine and make repairs and also to cut speed to 7 ½ knots. Permission was granted at 1800 at which time the entire convoy was slowed to 7 knots.

1900
CTG 53.17 reported that LOT 442 would be completely repaired by midnight.

2000
Position Lat. 12°55' N.; Long. 152°36' E.

LOT (-10)

14 June, 1944

Steaming on course 280°(T), speed seven knots. Task Group 53.17 was twelve miles astern.

0623
Sighted group of friendly ships on a parallel course bearing 080°(T) distant 18 miles.

0720
Made air search radar contact on unidentified aircraft bearing 160°(T) distant 19 miles. Unable to identify due to extreme range.

0750
Lost radar and visual sight contact on aircraft, bearing 165°(T) distant twenty three miles. They were never positively identified. Message from BLACK stated that they were almost positive that the "bogey" was a Jap. The enemy still had his eye on us.
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14 June, 1944 (cont.)

0800  Position Lat. 13°08' N.; Long. 151°04'4 E.

1140  Closed SC 724 and received radar repairmen back aboard ship by breeches buoy. They had effected repairs to the SC's radar.

1200  Position Lat. 12°01'2 N.; Long. 150°39'3 E.

1328  Task Group 53.16 commenced tactical maneuvers "Deploy Charlie". The results were very commendable.

1444  Ceased tactical maneuvers and formed cruising disposition #1.

1500  Set base course 280°(T) with 6 knots as base speed.

1930  As an evasive measure since the Task Groups were in enemy waters, the course was changed to 312°(T) and speed to nine knots.

2000  Position Lat. 13°30'14 N.; Long. 149°45'5 E.

2130  Changed course to 267°(T) with speed dropping to six knots. This was part of the evasive measures taken by the C.T.C. to evade the enemy.

During the day word was received of possible compromise of current recognition signals and all ships were advised to use with caution.

The Task Group Commander again advised all hands to carefully study the operation order and all annexes in order that duties outlined in them could be carried out and nothing overlooked. He also warned the units of the Task Group that a contact possibly identified as enemy planes had been picked up during the day and that all hands should be alert to repel air attacks, especially at night.
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LOT (-10) 15 June, 1944
Task Group 53.16 was steaming on a base course of 267° (T)
at a speed of seven knots en route Kwajalein Atoll, Marshall
Islands, to Guam, Mariana Islands. Task Group 53.17 was
approximately 16 miles astern. The Task Group was proceeding
in cruising formation #1.

0207 U.S.S. STEEL had sound radar contact bearing 030° (T).

0210 Sound contact turned out negative.

0600 YMS's proceeded to take on fuel and water from the following
ships:

- YMS 136 from AGEROR
- YMS 195 from LST 220
- YMS 237 from LST 343
- YMS 242 from LST 241
- YMS 244 from LST 449
- YMS 216 from AGEROR

0745 PG 555 requested permission to move out of formation to 7000
yards to effect steering gear repairs. This was only to take
one hour. Permission was granted.

0800 Position 13° 32.0' N.; Long. 148° 45.2' E.

Changed base course to 260° (T) speed six knots.
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0800 SC 1273 reported that bad fuel had ruined more generator injectors. It requested permission to refuel at the AGNOR after YMS 136 and pick up injector parts at the same time. The Task Group Commander told the SC to comply with fueling program then to obtain injectors from AGNOR. All Ships were instructed to make full and appropriate use of whistle when changing courses especially at night. This was brought about by the evasive change of course the proceeding night and confusion resulting.  

1200 Position Lat. 13°29',8" N.; Long. 147°59',2" E.  

1300 The following SC's refueled and watered from various ships as indicated:  

<table>
<thead>
<tr>
<th>SC</th>
<th>From</th>
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<tbody>
<tr>
<td>504</td>
<td>AGNOR</td>
</tr>
<tr>
<td>667</td>
<td>LST 269</td>
</tr>
<tr>
<td>727</td>
<td>LST 125</td>
</tr>
<tr>
<td>521</td>
<td>AGNOR</td>
</tr>
<tr>
<td>724</td>
<td>LST 447</td>
</tr>
<tr>
<td>1273</td>
<td>LST 399</td>
</tr>
</tbody>
</table>

1310 U.S.S. STREBELL closed starboard side to portside of LST 447 and took on 16,746 gallons of standard diesel fuel.  

1414 STREBELL completed fueling and resumed regular station in convoy. Commanding Officer of LST 447 was complimented by the Commodore - "Your ship was handled very well while fueling was being carried out."  

1510 Task Group 53.16 formed cruising disposition "Charlie 2".

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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

15 June, 1944 (cont.)

1536 Executed "Charlie Form Two". This brought the screen in to a distance of 2,000 yards.

1551 Task Group 53.16 exercised in tactical maneuvers, "Deploy Charlie". The maneuvering was of such high quality that the Task Group received a "HELL DINK" flag hoist from its commander.

1613 LCI 469 demonstrated fire fighting equipment.

1704 Task Group 53.16 ceased the tactical maneuvering and ships returned immediately into proper cruising station.

1705 U.S.S. STEELEK made unidentified air search radar contact bearing 167°(T) distance 28 miles.

1706 Commander Task Group 53.17 reported bandits closing his formation.

1710 Task Group 53.16 went to "Cq". It was noted that Task Group 53.17 was firing at this time, their burst being seen on the horizon.

1711 U.S.S. STEELEK sighted five aircraft bearing 350°(T), 240°(R) which were initially contacted by radar. The destroyer began maneuvering at high speed to be able to evade an enemy air attack.

1715 Changed course of Task Group 53.16 to 262°(T).

1723 CTG 53.17 reported three torpedo planes making a run on the destroyer BLACK.

1726 CTG 53.17 reported by radio - "Good work for Task Group 53.17. Three planes attacked. LST's got one. One torpedo passed close by BLACK".

1727 U.S.S. STEELEK reported two enemy planes approaching Task Group 53.16 bearing 070°(T). They widened out and started to circle formation.
S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LOY (-10) 15 June, 1944 (cont.)

1733 These two enemy planes were orbiting far out from convoy then disappeared - presumably to call for help.

1740 No "bogey" noticeable on radar screen.

1747 Task Group 53.17 formed cruising disposition #1.

1758 Task Group 53.16 secured from General Quarters. All trace of enemy planes had disappeared. It was noted that all hands lingered just a little longer at their stations putting everything in order for other attacks which they knew were to come.

1930 Again the two Task Groups made an evasive move to throw the enemy off the track making turn four to course 307° (T) and making nine knots speed. The screen area remained 262° (T). Another course change followed after dark.

2000 Position Lat. 13°32.0' N.; Long 147°05.00' E.

2130 Changed course again by a turn movement back to 262° (T) and allowed speed to six knots.

LOY (-10) 16 June, 1944

Task Group 53.16 was steaming on base course 262° (T) at six knots. Task Group 53.17 was twelve miles astern. Both groups were in cruising disposition.

0100 Changed course to 172° (T) and speed to eight knots.

0130 Changed course to 092° (T) and speed remained eight knots.

0350 The STEELE made radar contact on unidentified aircraft bearing 220° (T) 20 miles distance. It was later reported on bearing 265° (T) course 095° (T) speed 160 knots.
SUBJECT: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944

16 June, 1944 (cont.)

0402 All hands of the Task Group went to General Quarters. The night was clear, good visibility with a last quarter moon. The sky was about 1/4 cloudy. The wind was from 085°(T), force 15 knots.

0404 The U.S.S. STEMBEL was standing by to repel enemy air attack developing on Task Group 53.16. Two "bogies" were picked up on the radar screen approaching at an altitude of 300 feet, speed 155 - 170 knots, course 099°(T), bearing 265°(T). The destroyer STEMBEL at this time was maneuvering radically on various courses and speeds to facilitate air defense.

0406 The U.S.S. STEMBEL opened fire on target off starboard quarter. Eleven rounds of 5"/38 Cal. AA common ammunition were expended with results unobserved.

0409 "Bogies" faded from screen.

0411 The Commodore instructed the Task Group to make smoke.

0412 A screening vessel opened fire with 20 or 40 MM firing perhaps twenty rounds.

0417 The Task Group was ordered to "Cease making smoke".

0442 "Bogey" bearing 300°(T), distance eight miles.

0500 "Bogey" disappeared from screen.

0543 Secured from General Quarters having completed the usual routine sunrise submarine alert. In the meantime the "Bogies" had retired.

0800 Position Lat. 15°29.9' N; Long. 147°21.4' W. Changed speed to 6 knots.

0900 LST 399 reported that a passenger, Ens. Marks, a LVT wave commander,
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
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16 June, 1944 (cont.)

LST (-10) 0900 (cont.) had appendicitis and would be unable to fulfill his duties as war commander in the operations and substitute was requested for him. Later a substitute was appointed.

0930 CTG 53.17 reported an unidentified aircraft bearing 340° (R). This Task Group made no contact.

0937 CTG 53.17 reported "bogey" at 240° (R).

0945 Further reports from CTG 53.17 indicated that "bogey" had disappeared.

1017 HSM 216 reported sound gear trouble. Repairs were made by ships force.

1145 PC 555 requested permission to go alongside the ACHOR for steering cable. She was steering with jury rig. Permission was granted.

1215 LST 219 reported that they were proceeding on one engine with the other shut down for repairs. Repairs were to take approximately thirty minutes.

1200 Position Lat. 15° 31' 1" N.; Long. 147° 39' 4" E.

1325 Task Group 53.16 was informed that William Day had been postponed indefinitely.

1600 Task Group 53.16 changed course to 152° (R).

1700 The U.S.S. BLACK closed to within visual communication distance to pass the following message (paraphrased): During enemy air attack of 15 June, Golden Audrey Morris, SN2/c, USNR, of the APC 46 was fatally wounded by small calibre fire from LST's at Jap making torpedo run on the formation. The APC 46 was in line of fire and received hits from several stray bullets. The Jap was destroyed. Golden was transferred to the LST 446 for medical attention but died during an operation. Burial was at 1200 this date. Task Group 53.17 half mastred colors from twelve to twelve thirty.

This incident was regrettable but unavoidable. Reply from the Commodore: "Sorry to learn of your loss. Please convey my sympathy to APC 46. You handled the attack yesterday nicely. My congratulations on your Jap kill and hope it is an indication of many to follow. Well done."
SECRET

Subj: War Diary from 0011 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LCT (-10) 16 June, 1944 (cont.)

1700 Task Group 53,16 changed course to 212°(T).
1800 Changed base course to 262°(T).
1930 Changed base course to 307°(T) and speed to nine knots.
2000 Position Lat. 13°24',5" N.; Long. 147°50', E.
2130 Changed base course to 262°(T) and speed to six knots.

2250 The U.S.S. MONGAHAN closed the STEHHEL and confirmed previous dispatch received cancelling William Day and indefinite postponement. This confirmation was from CTF 53. Task Groups 53,16 and 53,17 were ordered to stay East of longitude 146.

In anticipation of air attacks LST's were instructed to be prepared to make smoke when ordered to do so by their group commanders.

LCT (-10) 17 June, 1944

Task Group 53,16 was steaming on course 262°(T) at a speed of six knots. Task Group 53,17 was twelve miles astern proceeding at the same speed. Both units were approximately 65 miles east of Guam.

0600 Changed base course to 172° (T).
0615 Changed base course to 082°(T).
0630 Changed speed to eight knots.
0800 Position Lat. 13°24,12' N.; Long. 147°55', E.
1200 Position 13°24,12' N.; Long. 147°25,27' E.
1327 PC 555 came alongside U.S.S. STEHHEL to pass guard mail.
1455 PC 555 again stood alongside the Flagship to receive spare parts for sound gear.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944

LCT (-10) 17 June, 1944 (cont.)
1605 Task Group exercised at fire drill.
1700 Changed base course 142°(T).
1749 Had radar contact on unidentified aircraft bearing 238°(T), distance 11 miles. Position of Task Group: Lat. 13° 35' N; Long. 148° 7' E.
1750 All hands of the Task Group went to General Quarters to repel enemy torpedo attack. U.S.S. STEMBEL, Group Flagship, began making defensive maneuvers on various courses and various speeds to evade torpedo attack.
1752 Four (4) enemy planes identified as Japanese KATES approached convoy, coming in on STEMBEL's starboard beam.
1753 STEMBEL opened fire with 5"/38 Cal. AA Common projectiles, smokeless powder, and starboard automatic weapons just as torpedo was launched from a height of 75 feet, range 1500 to 2000 yards. Torpedo passed down port side of STEMBEL which at this time was maneuvering radically at 25 knots to parallel course of torpedo.
1754 STEMBEL ceased fire. KATES veered down starboard side and crossed behind STEMBEL towards main body of convoy. LST's, LCI's and auxiliary vessels opened fire with all they had and laid up a highly concentrated pattern of A.A. fire.
1756 LCI 668 was seen to be hit on its bow by enemy torpedo.
1757 First enemy plane was observed to crash into the water off port side of convoy. Second enemy plane caught fire and was engulfed in flames and was seen to fall into the sea off port side ahead of convoy.
1758 The third plane after having passed over convoy circled and was observed to crash in the water off the starboard beam at a distance of about three miles. Fourth plane disappeared over the horizon and STEMBEL traced it on radar screen for a short time till it faded.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
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LST (-10) 17 June, 1944 (cont.)

1804
LCI 472 and PC 555 picked up swimming survivors and removed remaining personnel from LCI 466. STREBEL, HOLLY, AGEROR, ALOE, and LCI 466 all stood back to help with rescue work while SC 727 and SC 667 screened. STREBEL sent medical help to assist on LCI 468 but adequate medical aid was being administered and Doctor returned to STREBEL. LCI 468 had received a damaging blow from the enemy torpedo on her bow ripping away about sixty feet, however it remained afloat with only a slight list to starboard. The main engines were damaged to the extent that they would not function. Casualties were as follows: 1 officer and 1 enlisted man killed; 1 officer and 11 enlisted men missing; and 1 officer and 2 enlisted men wounded. LST 207 on starboard beam of LCI 468 at time of attack had three casualties from flying fragments - 1 marine enlisted passenger killed, and 2 members of crew slightly wounded. LST 269 later reported 1 enlisted Marine passenger with slight wound from flying fragments. USS AGEROR sent salvage party to estimate damage to LCI 468 and make decision as to whether it could be saved or should be sunk.

For further details see action report submitted by this command and the action reports of the various ships participating.

1849
It was decided that LCI 468 would be taken in tow by HOLLY (AKL29) and salvage party from AGEROR was to remain aboard throughout the night dismantling everything that could be of use in the way of necessary spare parts for the remainder of the LCI's. LCI 468 had sustained injury which prohibited it from proceeding under its own power and if taken in tow would hamper further operations of the group.

1900
Changed course to 260°(T).

1950
Secured from General Quarters. All hands had remained at General Quarters until after the usual sunset alert.

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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

17 June, 1944 (cont.)

LCT (-10)

2000 Position Lat. 13°21' N.; Long. 147°55' E.

2200 Task Group changed course to 217° (T).

2215 Task Group changed course to 172° (T).

2220 Preparations were made by HOLLY to take LCI 468 in tow.

2230 Task Group changed course to 127° (T).

2245 Task Group changed course to 082° (T).

2250 U.S.S. HOLLY proceeded to tow LCI 468.

2315 Salvage group consisting of HOLLY with LCI 468 in tow, FC 555, SC 667, SC 727, LCI 466, LCI 472, AGENOR and STEMBEL got underway to rejoin the rest of Task Group.

Orders were received from CTF 51 to retire on reverse of base course until 0900 King, 18 June, then proceed eastward again.

18 June, 1944

LCT (-10)

Task Group 53.16 was steaming on base course 082° (T) at a speed of six knots with Task Group 53.17 approximately ten miles astern, STEMBEL and the following salvage group: HOLLY towing LCI 468, AGENOR, LCI 466, LCI 472, FC 555, SC 667 and SC 727, was proceeding to overtake Task Group 53.16. Work was progressing on dismantling the LCI.

0306 Salvage unit rejoined Task Group 53.16.

0712 U.S.S. STEMBEL closed LCI 468 to take photographs of damage.
Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LCT (-19) 18 June, 1944 (cont.)

0800 Position Lat. 13° 23.3' N.; Long. 148° 30' E.

0830 Instructions were given PC 555 to distribute LCI 468 survivors equally among three LCI's of Task Group 53.16.

0930 HOLLY proceeded to transfer LCI 468 to AGENOR who made preparations to take the LCI alongside to use crane to remove gear and spare parts thereon.

1030 AGENOR had LCI 468 alongside when radar contact was had on "bogies" bearing 195° (T), distance 9 miles. Tow was immediately cut and LCI 468 went adrift as all hands went to General Quarters.

1054 "Bogies" had faded. All hands secured from General Quarters. HOLLY again took LCI 468 in tow and towed it clear of convoy for sinking.

1100 Changed course to 217° (T).

1115 Task Group changed course to 262° (T).

The HOLLY was ordered to loose tow and clear LCI as the STEMBEL was prepared to sink it. The AGENOR had completed salvage work and salvage crew had returned to ship. Complete muster of salvage party was taken preparatory to STEMBEL's sinking of LCI to make certain that no one remained aboard.

1200 Position 13° 26.8' N.; Long. 148° 37.2' E.
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LCT(-10) 18 June, 1944 (cont.)

1200 Colors were at half mast from 1200 to 1300 in reverence to our
dead comrades, The dead from the 17th's air raid were buried
with appropriate ceremony.

1229 HOLLY cleared LCI 468.

1243 STEMBEL opened fire on LCI 468 with 5"/38 cal. main battery.

1255 Fired fifteenth salvo (44 rounds) and LCI 468 listed sharply to
starboard and heeled over on starboard side.

1256 LCI 468 sank. This sinking by gunfire from U.S.S. STEMBEL at position
Lat. 13°38.5' N.; Long. 148°38' E.

1323 "Bogey" reported bearing 040°(T), distance 26 miles.

1325 "Bogey" on same bearing, 22 miles distance. All hands went to "QG".

1327 "Bogey" was 20 miles off starboard quarter.

1340 Lost contact with "bogey" and secured from "QG".

1343 Task Group 53.17 made visual contact and identified our "bogey" as
probably friendly.

1645 LCI 466 came alongside to deliver mail. Phones were rigged and the
Commodore talked to COMLCIGROUP 37 (Comdr. McCaleb).

1744 FC 555 reported radar contact bearing 170° (T), distance 15 miles.
STEMBEL proceeded to investigate. Contact proved to be negative.

1930 Task Group changed course to 307°(T) and speed to eight knots.
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2-3-3-3-3-3

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LCT (-10) 18 June, 1944 (cont.)

2130 Changed base course to 260° (T) and speed to six knots.

2000 Position Lat. 13°52.5' N.; Long. 147°47.9' W.

Again orders were received to retire eastward until 1100 King,
June 19, at which time Task Groups were to proceed westward again.

2130 Changed course to 260° (T) and speed to six knots.

2155 Task Group 53.17 reported surface radar contact but results of in-
vestigation of same were negative.

LCT (-10) 19 June, 1944

Task Group 53.16 was steaming on course 260° (T) at a base speed of
six knots. Task Group 53.17 was approximately ten miles northward
on same course.

0000 Executed a series of four 45° turns at intervals of fifteen minutes
to come to course 082° (T).

0728 LCI 473 designated to take place of LCI 468 in convoy formation.

0800 Position Lat. 13°44' N.; Long. 148°11.8' W.

Began fueling small craft of screen on same schedule as used for
fueling on June 15.

1200 Position Lat. 13°44' N.; Long. 148°11.8' W.
SECRET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

19 June, 1944 (cont.)

1200 Made unidentified radar contact on air target bearing 330°(T) at approximate distance of 20 miles. Task Group went to General Quarters.

1204 Radar contact identified as enemy aircraft at distance of thirty miles bearing 030°(T). Evasive action was begun by STEBBEL to meet attack. Speed was increased to twenty knots.

1207 Contact faded. Secured from General Quarters.

1230 Changed base course to 260°(T).

1235 U.S.S. STEBBEL made surface radar contact distant twenty miles bearing 362°(T).

1305 Surface contact was identified by U.S.S. BLACK as friendly tanker and escorts. U.S.S. BLACK stood out to tanker and requested fuel from it. The tanker (identified as SARANAC, AG74) replied that they were sorry but would not be able to fuel this Task Group due to enemy battle damage.

1657 Changed course to 307°(T) and speed to eight knots.

1710 Changed course to 352°(T).

1740 Changed course to 050°(T). These last changes of course were designed to place us on a course to effect rendezvous with units of Task Group 53.1 for fueling as per despatch orders from CTF 51.

1833 Changed base speed to nine knots.
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19 June, 1944 (cont.)

2000

Position Lat., 13°56.7' N.; Long., 147°52.2' E.

Battle formation for LST's was changed to two columns in sections of two's to lower possibility of small screening craft being struck by fire in repelling air attacks.

20 June, 1944

Task Group 53.16 was steaming on base course 050° (T) at speed of 9 knots. Task Group 53.17 was possibly twelve miles on port beam. In accordance with CTF '51's instructions both Task Groups were cruising east of Longitude 148° and north of Latitude 15° awaiting orders.

0520

The Commander Task Group 53.16 informed Task Group 53.16 that friendly planes were in the area but before the Task Group had time to receive and pass the word to gun crews, the friendly planes came out of the clouds in the half light of dawn which made the type of plane indistinguishable. Gun crews were at the pre-sunrise submarine alert and manning their battle stations.

0523

Several units of the right side of screen opened fire on friendly planes approaching the group at low altitude resulting in one plane (later identified as a TBF) being shot down. The Task Group Commander immediately passed the word "Cease Fire, Cease Fire - Do not fire, Do not fire". Vessels began immediately to search the area where plane went down to pick up possible survivors.

0525

Several friendly planes were searching the area where plane went down.
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Subj: War Diary from O001 Love, 31 May, 1944, to 2400 King,  
30 June, 1944.  

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0543  
Task Group 53.1 was sighted bearing 233°(T) distant 15 miles.  
CTG 53 reported that he was 25 miles east of Task Group 53.16  
on course 270°(T) and Task Group 53.2 was just south of him.  
CTF 53 ordered Task Groups 53.16 and 53.17 to fall in astern  
of Task Groups 53.1 and 53.2 respectively and to exercise with  
these units for fueling. U.S.S. STREBEL and U.S.S. BLACK were  
to fuel from Task Group 53.2 fueling units.  

0550  
PC 549 discontinued search for survivors of friendly plane.  

0555  
YMS 216 completed search for survivors of friendly plane.  

0610  
YMS 237 completed search for survivors.  

The U.S.S. STREBEL had stood back to place of plane crash. All  
vessels reported that their searches for survivors were nil. The  
plane had burst into flames before hitting water and had sunk  
immediately. The water at scene of crash was dyed a deep green.  

0616  
Task Group 53.12 was sighted bearing 148°(T) at a distance of 15  
miles.  

0630  
Changed base course to 000°(T) by column movement.  

0645  
Changed base course to 270°(T).  

0654  
Changed base course to 195°(T) by turn movement.  

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SECRET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LST(-10) 20 June, 1944 (cont.)

0740 U.S.S. STEELE left Task Group 53.16 and proceeded on various courses to come alongside U.S.S. KANNAKEE (AG-29) for fueling. The Task Group was left in charge of COMLSTGROUP 15 in LST 488 who maneuvered the Task Group into formation astern of Task Group 53.1.

0800 Position 14°46' N. Lat.; 148°46' E. Long.

U.S.S. STEELE was alongside the U.S.S. KANNAKEE port side to starboard side.

0827 STEELE commenced taking on fuel.

0917 STEELE completed taking on fuel having received 95,993 gallons of fuel oil.

0925 U.S.S STEELE cast off from the KANNAKEE and proceeded to take station ahead of Task Group 53.16 which was now astern of Task Group 53.1. Task Group 53.17 had taken station immediately astern of Task Group 53.2 in compliance with CTF 53's orders.

0959 CTF 53 issued the following orders to Task Groups 53.16 and 53.17: Upon completion of fueling about 1800 Task Groups were to execute retirement to designated cruising area north of Latitude 15°, then to proceed as directed in CTF 51's despatch 190325.

CTG 53.3 requested information on LCIs 468 and the situation in regards to fresh water aboard LST's. The water situation and the and the sinking of the LCI and the distribution of its personnel was reported in reply to this request.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

20 June, 1944 (cont.)

1152 Received report from CTG 53.1 of unidentified plane bearing 075°(T) 69 miles distance.

1200 Position Lat. 14°44'.4" N.; Long. 146°05'. E.

1250 Received report from CTG 53.1 that screen (radar) was now clear of "bogey" contact.

1329 PC 555 stood alongside to pass mail.

1346 SC 667 came alongside to deliver mail.

1400 CTG 53.16 reported to CTG 53.3 that LVT wave commander, Ensign Marks, was recovering from appendectomy and would not be able to carry out his present orders. Recommendation was made for his relief. CTG 53.3 advised that they would provide another LVT commander and that he would be instructed aboard the USS DUNGE and transferred to LST 399 later.

1743 Changed base course to 000°(T) by turn movement. Changed speed to 8 knots.

1955 Observed U.S.S. RELIEF ahead of formation on collision course. Changed course to avoid collision.

2000 Position Lat. 15°00'.00" N.; Long. 147°10'.5" E. Changed base course to 045°(T).

2145 Radar contact was made on a group of friendly ships.
SECRET

Subj: War Diary from 0001 Love, 21 May, 1944, to 2400 King, 30 June, 1944.

LST (-10) 21 June, 1944

Task Group 53.16 was steaming on course 045°(T) at speed of eight knots with Task Group 53.17 ten miles astern. Both Task Groups were cruising east of 148 degrees Longitude and north of 15 degrees Latitude.

0200 Changed base course to 090°(T).

0745 Changed base course to 000°(T).

0750 SC 724 picked up radar technician from AGENOR to make adjustment on their radar.

0800 Position 15°42' N.; Long. 148°31' E. Changed course to 283°(T).

0830 Changed course to 270°(T).

0900 LST 343 and 399 exchanged position in convoy to place assault companies embarked aboard the respective ships in proper order for disembarkation.

1120 U.S.S. BLACK closed U.S.S. STEBEL for mail.

1200 Position Lat. 15°44.5' N.; Long. 147°48.9' E.

1300 LCI's watered and fueled from the following ships:

LCI 446 from LST 428
LCI 464 from LST 207
LCI 469 from LST 118
LCI 471 and 473 from U.S.S. AGENOR

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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LCT (-10) 21 June, 1944 (cont.)

1350 PC's took on fuel from the following ships:
PC 555 from LST 247
PC 549 from LST 70
PC 1125 from LST 117

1400 LCT 471 dropped out of formation to make repairs to engine. U.S.S. GRAPPLE from Task Group 53.17 stood by her for the 30 minutes needed.

1800 Changed base course to 180°(T).
PC 1125 delivered Marine mail to various LST's from the Marine Battalion Commander.

1850 Changed base course to 103°(T).

1900 Changed speed to 6 knots.

2000 Position 15°44.5' N.; Long. 147°16' E. Changed course to 058°(T).

2200 Changed course to 103°(T).

2207 Made surface radar contact with friendly convoy bearing 132°(T), distance 16 miles.

LCT (-10) 22 June, 1944

Task Group 53.16 was steaming on base course 103°(T) at speed of 6 knots. Task Group 53.17 was approximately ten miles astern. Both Task Groups were cruising east of 146° Longitude and north of 15° Latitude awaiting orders.
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LCT (-10) 22 June, 1944 (cont.)

0048 Surface radar contact was made bearing 150°(c), 31,300 yards
distance. Later contact was identified as U.S.S. CHEMUNG, CVE
28, and escorts. They passed close ahead at a distance of 8,000
yards.

0800 Position 15°39.5' N. Lat.; Long 148°17.5' E.

0819 Sighted Task Group 52.14 bearing 084°(T), distance 12 miles.

1000 Changed base speed to 9 knots and course to 193°(T).

1015 Changed base course to 273°(T) by turn movement.

The STORBEL, AGEMOR, HOLLY, and LCI 471 stood back to help
LCI 467 who was having trouble.

1107 The HOLLY took LCI 467 in tow. All units were proceeding to
rejoin the Task Group at ten knots speed.

1157 LCI 471 dropped out of formation due to engine trouble.

1200 Position 15°35.6' N. Lat.; 148°11.00' E. Long.

1227 LCI 471 completed repairs to engine and rejoined formation.

1335 STORBEL closed LST 488 to pass guard mail.

1455 LST 343 was asked if she had sufficient gear aboard to float a
barrage balloon. She replied that she did not have helium.
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SUBJ: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

22 June, 1944 (cont.)

1552 Changed base course to 233°(T) and speed to 9 knots. U.S.S. STEVENS was closed by BLACK on port quarter and received guard mail.

1615 Repair party from AGEROUR boarded LCI 467 to investigate cause of breakdown. Report was received from repair party that starboard propeller had been lost. The LCI could only make 7 knots on the remaining propeller.

1737 Executed turn six to avoid collision with group of friendly ships. Base course was now 333°(T).

1813 Changed base course to 273°(T) by turn movement.

1917 Made surface radar contact bearing 248°(T), distance 14 miles. Contact was identified as friendly ships.

1952 Changed base course to 003°(T) by turn movement.

2000 Position 15°52' N. Lat; 147°00'40' E. Long.

2010 Changed base course to 093°(T).

2030 Changed base speed to 6 knots.

2245 Made surface radar contact with six groups of friendly ships.

2310 LST 207 lost all headway due to fuel stoppage. PC 555 screened for LST 207 who was dead in the water.

Dispatch was received from CTF 51 directing AGEROUR, 1 PC, 1 SC, and 3 LCI's proceed to Saipan.
LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander
c/o Fleet Post Office,
San Francisco, California,
1 July, 1944

Subj: War Diary from OOS1 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

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LST (-10) 22 June, 1944 (cont.)

CTG 53.17 reported that LST 481 had lost a man overboard at 0847 on this date. PC 1127 searched the area but were unable to locate the man. PC 1127 was also reported to have had a good sub contact on the preceding day. Another PC had been dispatched to help on contact but results were negative. Another appendectomy was reported to have been transferred from LST 41 to LST 446 for operation.

Lt. Col. Steffan reported that after having checked with several ships it seemed that the troops were getting along as well as could be expected.

LST (-10) 23 June, 1944

Task Group 53.16 was steaming on base course 093°(T) at a speed of 6 knots enroute Guam, Mariana Islands. Task Group 53.17 was approximately ten miles ahead. Both Task Groups were cruising east of 148° Longitude and north of 15° Latitude awaiting orders.

0200 LST 207 reported that she was getting underway to rejoin formation, stationing on one engine.

0600 LST 207 and PC 555 rejoined formation.

0620 STERSEL closed the AGENTOR and transferred official mail. Phons were rigged and the Comodore talked with the captain of the AGENTOR regarding carrying out CTF 51 orders to proceed to Saipan. Definite instructions together with charts and routing instructions were passed.

0800 Position Lat. 15°48.9' N.; Long. 147°52.3' E.
War Diary from O001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

23 June, 1944 (cont.)

1115 Changed base course to 263° (T).

1120 LCI 469, LCI 471, LCI 472, PC 549 and SC 504 proceeded to form around the AGenor prior to departure for Saipan. The STENBILT left formation and closed AGenor to deliver last minute guard mail.

1145 The AGenor with LCI 471, LCI 472, LCI 469, PC 549 and SC 504 departed convoy for Saipan, Mariana Islands, as ordered by CTF 51 dispatch received the preceding night.

1200 Position 15°43'4" N, Lat., 148°01'10" E, Long.

1230 LCI 466 was instructed to close AGenor and pick up spare parts.

1350 LCI 466 pulled away from the AGenor and was proceeding to rejoin the formation. The AGenor at this time was 20,500 yards from the formation.

1357 PC 555 came alongside and picked up guard mail for delivery to various units of the Task Group.

1610 Made sight contact with group of friendly ships bearing 274° (T), distance 14 miles. These ships were identified as OTO 16, 76 and ships of his command which consisted of fueling units. Fuel was requested but reply was that due to rendezvous with TF 58 they would be unable to delay long enough to fuel this Task Group.

1615 STENBILT closed the BLACK who was at that time ten miles astern of Task Group 53.16 to effect visual communication.

1714 STENBILT proceeded to rejoin Task Group 53.16.
LST FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

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

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LOT (-10) 23 June, 1944 (cont.)
1750 LCI 466 rejoined the formation.
2000 Position Lat. 15° 37.1' N; Long. 146° 54.7' E. Executed turn 9 to course 253°(T).
2100 Executed turn 4 ans. to course 038°(T).
2115 Changed course to 103°(T).
2155 LST 247 was having steering difficulty and requested to remain astern of formation during night and rejoin in morning. Permission was granted.
2230 Changed speed to 6 knots.

LOT (-10) 24 June 1944
Task Group 53.16 was steaming on base course 103°(T) at a speed of 6 knots. Task Group 53.17 was approximately 10 miles astern. Both Task Groups were cruising in accordance with CTF 51’s despatch instructing them to remain east of 146° Longitude and north of 15° Latitude.
0024 Made surface radar contact on ship bearing 146°(T), distance 165 miles.
0552 Closed LST 486 and 343 to pick up guard mail.
0650 TNS’s and SC’s took on fuel and water from the following LST’s:

TNS 136 from LST 247
TNS 237 from LST 343
TNS 126 from LST 399
SC 667 from LST 269
SC 1273 from LST 399
SC 521 from LST 118
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 July, 1944

S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LCT (-10) 24 June, 1944 (cont.)

0730 Closed the U.S.S. BLACK which was immediately ahead of Task Group 53.16 to facilitate visual communications.

0745 Changed speed to 6 knots.

0800 Position 15°31.1' N. Lat.; 147°49.5' E. Long.

1050 PC 1127 advised that LST 38 had passed word to her that all generators were burned out aboard LST 38.

1115 U.S.S. BLACK closed U.S.S. STAIBEL for visual communications.

1200 Position Lat. 15°28.8' N.; Long. 148°08.2' E.

1300 LST 447 reported that its food supply was becoming critical and that they had been feeding only two meals to all hands since the 21st. They further stated that their estimated supply would last only five days feeding all troops aboard and 12 days supply for crew only. Upon investigation it was found that this LST had been overloaded and at present time was carrying 444 men (crew and passengers).

1800 Executed turn nine to come to course 193°(T).

1815 Changed base course to 283°(T).

1830 Changed base speed to 8 knots.

1926 Task Group 53.16 and Task Group 53.17 altered courses to avoid collision with Task Group 50.17 which was tracking in on course threatening collision.

2000 Position Lat. 15°06.1' N.; Long. 147°57.1' E.

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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 July, 1944

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LCT (-10) 24 June, 1944 (cont.)

U.S.S. GRAPPLE was ordered to join Task Group 53.16 and put
repair party aboard the LCI 467 for further investigation of
possibility of repairs.

LCT (-10) 25 June, 1944

Task Group 53.16 was steaming on course 283°(T) at a speed of
8 knots with Task Group 53.17 approximately 10 miles astern.
Both groups were cruising in accordance with OTF 51's instructions
awaiting orders to proceed to Guam, Marian Islands.

0539 Changed base course to 013°(T).

0700 Changed base course to 103°(T).

0750 LST's 447 and 117 dropped astern of the formation and LST 447
received provisions from the 117.

0800 Position Lat. 15°50' N.; Long 147°14' E.

0813 PC 1125 came alongside on starboard side to transfer guard mail.

0820 U.S.S. GRAPPLE joined formation and put party aboard LCI 467.

0900 The U.S.S. GRAPPLE reported that LCI 467 had lost their starboard
propeller and part of shaft. The GRAPPLE was unable to effect
repairs and suggested that the only solution would be to get the
services of an LSD for putting the LCI in dry dock. LCI 467 sug-
gested that the necessary spare parts could be obtained from some
LCI in Marshalls area that was not being used in this operation.

0935 GRAPPLE left formation to join Task Group 53.17 which was 12 miles
astern.
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 July, 1944

SUBJECT: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LST (-10) 25 June, 1944 (cont.)

1140  STEELE closed LST 488 to pick up official mail.

1150  LST 241 reported that they had patient needing surgery immediately.
      Diagnosis was acute abdominal - not appendectomy. Patient was still
      able to be transferred so transfer was effected via PC 555 from
      LST 241 to LST 488 where facilities for an operation were available.

1200  Position Lat. 15°43.9' N.; Long 147°32.3' E.

1220  STEELE maneuvered to go alongside LST 207 to transfer mail
      and medical supplies.

1300  PC 555 completed transfer of patient from LST 241 to LST 488.

1335  STEELE delivered guard mail to LST 343.

1540  Units of Task Group 53.16 were sighted bearing 270°(T), distance
      20,000 yards. These units were returning from Saipan to rejoin
      formation.

1700  Changed base course to 173°(T) and speed to 9 knots to comply
      with CTF 51's despatch 250336 routing Task Groups 53.16 and Task
      Group 53.17 to Eniwetok.

1725  SC 1273 reported sound gear inoperative. They were attempting to
      repair.

1820  PC 549 reported here arrival as well as that of SC 504, LCI 469,
      LCI 471 and LCI 472 from Saipan.

1845  Commander Task Group 53.16 informed Task Group 53.16 that orders
      had been received for them to proceed to Eniwetok, Marshall Islands.

2000  Position Lat. 15°06' N.; Long 147°57' E.

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

S-E-C-R-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LCT (-10) 25 June, 1944 (cont.)

2130 Changed base course to 103°(T).

2342 Made surface contact bearing 115°(T), distance 28,000 yards. Contact was identified as friendly. Task Group 53.17 maneuvered to avoid.

26 June, 1944

Task Group 53.16 was steaming on base course 103°(T) at a base speed of 9 knots en route Eniwetok Atoll, Marshall Islands. Task Group 53.17 was approximately 10 miles ahead.

Orders were received for Task Group 53.17 to proceed back to designated cruising area leaving LST 476 with Task Group 53.16. Task Group 53.17 was to provide reserve troops for Saipan if needed.

0012 Changed base speed to 8 knots to allow Task Group 53.16 to open Task Group 53.17 which was now about 6 miles ahead. Task Group 53.17 had to maneuver to avoid collision with a friendly Task Group.

0232 Task Group changed base speed to 6 knots in preparation of Task Group 53.17's execution of CTF 51's despatch 252244 returning that group to designated cruising area.

0240 Task Group 53.17 executed 9 turn to course 013°(T). LST 476 was instructed to leave Task Group 53.17 and assume base course and speed about 10 miles ahead of Task Group 53.16. PC 555 was instructed to proceed at best possible speed to screen LST 476. Both were to join Task Group 53.16 formation at daylight.
L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

S-E-C-Y-E-T

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

10T (-10) 26 June, 1944 (cont.)

0348 Task Group 53.17 which was now clear of Task Group 53.16 executed
275 turn and now this unit departed from us and became under the
control of GTP Fl.

0400 Changed base speed to 9 knots.

0544 Task Group 53.16 was maneuvered on various courses to reform on
axis formation at 103°(T). The U.S.S. HOLLY which had LCI 467
in tow remained on base course and speed during this maneuvering
with YMS 242 screening. HOLLY was asked if she could make ten
knots with the LCI in tow. She replied that she would not be able
to do so but with the help of one engine of the LCI she could main-
tain that speed. The LCI was requested to use one engine.

0725 PC 555 regained station in the A/S screen.

0733 LST 476 took station station 300 yards astern of port LCI column
in the place of the U.S.S. AGMCR.

0800 Position Lat. 14°34' N.; Long. 149°18.2' E.

0900 U.S.S. HOLLY dropped back inside of screen and YMS 242 returned to
her screening station.

0906 Radar contact was had on unidentified aircraft bearing 300°(T),
distance 145/2 miles.

0911 U.S.S. STEBBEL maneuvered to take station between the aircraft and
the Task Group to ward off any attack.

0912 The aircraft was identified as friendly.
LST. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

o/o Fleet Post Office,
San Francisco, California,
1 July, 1944

SUBJECT

War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LST (-10)

26 June, 1944 (cont.)

0945
Passed guard mail to LST 476. This included convoy and cruising
instructions for her while with Task Group 53.16.

0958
SC 504 (which had just returned from Saipan) was refueled.

1200
Position Lat. 14°26.4' N.; Long. 149°30' E.

1220
SC 1273 requested permission to go alongside YMS 237 to pick
up sound gear.

Commander LCI Group 37 was advised to be prepared to effect
permanent disposition of all survivors of the torpedoed LCI 468
among the LCI's of his command upon arrival at Eniwetok.

1600
Changed base course to 100°(T) and speed to 9.5 knots.

1758
Made surface surface radar contact bearing 118°(T), distance 19
miles. Contact was identified as friendly.

2000
Position Lat. 14°15.5' N.; Long. 150°54' E.

During the day LST's 124, 486 and 487 were sighted in another
convoy with Captain Robinson, Commander LST Flotilla Thirteen,
aboard U.S.S. BILEY as OTO. LST 124 was one of our ships operat-
ing with the Central Pacific Forces prior to Flotilla Five's entry
into these waters. The other two ships were assigned to this
command but were diverted prior to reporting.

Request was made to ascertain as to whether or not replacement of
gasoline and lube oil was needed for LVT's aboard LST's. Lt. Col.
Steffan, aboard LST 449, was to furnish this data.
The Task Group Commander advised the Task Group that the same entry instructions would be used at Eniwetok as were used at Kiska. He also told them that he expected to enter about 1000 Love, 30 June, and that anchorages would be assigned later. All vessels were requested to prepare a list of urgent repair requests and submit them prior to 0800, 30 June, together with a list of all fuel and water on hand.

Task Group 53.16 was steaming on base course 100° (N) at a speed of 9.5 knots.

U.S.S. STEELE closed LST group to facilitate visual communication.

U.S.S. STEELE returned to station 7,000 yards ahead of convoy.

Position Lat. 13°58' N.; Long 152°24.5' E.

Proceeded to close U.S.S. BAILEY who was approaching on starboard beam, distance about 9 miles for visual communication.

Request was made of all LCI's to determine whether needed spare parts to effect repairs to LCI 467 were aboard any of the ships. Results were negative. Every effort was being made to get this ship in running condition.

U.S.S. STEELE returned to formation with Task Group 53.16.

FC 549 which had returned to formation on 25th from trip to Saipan reported the following news: "Trip to Saipan was just like seeing movie. We anchored in harbor with a lot of other ships and watched the Marines just right like heck. There was just one air blast scare as we were leaving."
SECRET

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LST (-10) 27 June, 1944 (cont.)

1200 Position Lat. 13°52.3' N.; Long. 152°58.8' E.

1413 Closed LCI 466. Commodore Carter conferred with COLGROU 37 via portable phones.

2000 Position Lat. 13°30' N.; Long. 153°30' E.

All medical officers of vessels in Task Group 52.16 were requested to submit requisition for necessary medical supplies to the senior Flotilla Medical Officer aboard the LST A26.

A congratulatory message was received from the Commander Fifth Fleet addressed to all ships of his command stating that the Nation as well as the Navy was proud of the work done by the ships of the Fifth Fleet.

LST 476 reported that they had 351 passengers aboard.

The Flotilla Engineer reported that it would take at least 24 hours to effect repairs to LCI 467 upon arrival at Eniwetok.

Lt. Col. Steffen of the Marines requested that arrangements be made to secure emergency FM supplies for the Marines aboard the LST's. He also recommended that troops be sent ashore to get much needed exercise. Another recommendation was that troops be given fresh water showers at least twice a week as some of them had not had a fresh water shower since leaving Guadalcanal.

The convoy Commander replied that he would endeavor to make these arrangements. He directed that all LST's make available fresh water showers for all hands, including troops and other passengers on the 29th.
Subject: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

28 June, 1944

Task Group 53.16 was steaming on base course 100°(T) at base speed of 9 knots enroute Eniwetok Atoll, Marshall Islands.

0000 Entered "Love" time zone. Set ship's clocks ahead one hour to 0100. (The diversion of Task Group 53.16 to Eniwetok has made subject of war diary in error. It is suggested that the time is extraneous inasmuch as the date is shown.)

28 June, 1944

0730 YMS 242 reported that their sound gear was inoperative and were attempting to borrow spare parts to repair.

0800 Position Lat. 13°13.8' N.; Long 155°44.2' E.

Commander LST Group 15 reported that no repairs or adjustments were needed for pontoon equipment except that one propulsion kit aboard LST 125 was inoperative. LST 70 reported that their barge equipment could be used for provisioning and fueling at Eniwetok if necessary. Commander LST Group 15 further reported that all pontoon equipment aboard the LST's was riding O.K.

0803 Changed base course to 102°(T).

1010 LST 476 was told to take place of AG/ESNOR in formation.

1055 Requested three enlisted men from among the survivors of LCI 468 for permanent duty to bring their complement up to that needed.

1132 The Commander Task Group 53.16 reported the following to Task Group 53.16: "Recent radar contact on "bogey" believed to be "snooper", attack by planes up from Truk probable especially around sundown."

1200 Position Lat. 13°13.8' N.; Long. 156°15' E.

1300 Commander LCI Group 37 reported that all of the wounded from the torpedoed LCI 468 would shortly be ready to return to duty. No deaths had resulted from wounds.
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 July, 1944.

SUBJECT:
War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LST(-11) 28 June, 1944 (cont.)

1643 Closed LCI 466 to deliver mail for distribution to all ships. This was instructions for activities while at Eniwetok and a summary of available information concerning facilities.

1727 PC's 1125 and 555 came alongside to receive mail for distribution to screening vessels of the Task Group.

2000 Position Lat. 13°00' N.; Long 157°26' E.

2015 LST 125 reported fire on tank deck.

2016 STUBBEL dropped astern to assist in putting out fire. LCI's 466 and 469 also stood by the LST 125.

2030 LST 488 dropped astern to put repair and fire party aboard LST 125.

2032 LST 125 reported fire under control.

2042 LST 125 reported fire out. No casualties were suffered but three vehicles on tank deck would not start probably due to wet wiring. One Marine was confined who was believed to have started fire.

2117 Repair party from LST 488 boarded LST 125 to assist.

LST's 125 and 488, LCI's 466 and 469 screened by YMS 237 formed group astern of Task Group 53.16 and remained there for the duration of the night. The U.S.S. STUBBEL resumed her position.

LST(-11) 29 June, 1944

Task Group 53.16 was steaming on base course 102°(2) at 9.5 knots. LST's 125 and 488, LCI's 466 and 469 and YMS 237 were five miles astern proceeding at 10 knots to rejoin formation.

0800 Position Lat. 12°35.4' N.; Long 159°09.1' E.
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 July, 1944

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944.

LST(-11) 29 June, 1944 (cont.)

0800 Watering and refueling of SC's and YMS's was begun using same schedule as was used on 24 June for these operations. This refueling would enable the small craft to be in state of readiness for duties at Eniwetok.

PC 555, PC 1125, LCI 466, LCI 469, LCI 484 and LCI 472 left stations and began collecting guard mail from the various ships of the Task Group. This mail consisted for the main part of requests for repairs and other services at Eniwetok. This mail was delivered to the Task Group Commander throughout the morning.

0900 Fueling and watering of YMS-336 was being somewhat delayed by engine fuel system failure of LST 247 causing engine failure. Fueling was continued after repairs were made.

1200 Position Lat. 12°26.5' N.; Long. 159°42.1' E.

1312 LST 488 was having steering gear trouble.

1414 Changed speed to 11.5 knots.

1430 Changed speed to 11 knots.

1827 Expanded 10 rounds of 5"/38 Cal. AA common ammunition test firing main battery aboard U.S.S. STRATEGEL. Firing was to port.


2100 YMS 242 reported sound gear failure.

2356 Made surface radar contact bearing 272°(T), distance 41,700 yards on converging course. Contact was identified as friendly ships.

Anchorage assignments at Eniwetok were received from CTF 53 for Task Group 53.16 plus LST 476. LST's were to be berthed near transport divisions and troops could be exercised ashore on various of the small islands.
LST Flotilla Five
Third Amphibious Force
United States Pacific Fleet
Office of the Commander

C/o Fleet Post Office,
San Francisco, California,
1 July, 1944

SUBJECT: War Diary from 0001 Love, 31 May, 1944, to 2400 King, 30 June, 1944

20 June, 1944

Task Group 53.16 was steering on base course 103° at a speed of 9.5 knots en route Saipan, Mariana Islands, to Eniwetok Atoll, Marshall Islands.

0240 Radar contact was made on Task Group 51.18 who passed abeam to starboard, distance 5 miles.

0600 LST 447 dropped out of formation due to steering casualty.

0615 LST 447 rejoined group.

0640 Changed base course to 150° (W).

0740 PC 555 was ordered into Eniwetok to pick up anchorage charts for distribution to vessels of Task Group 53.16. She proceeded at best speed to carry out these orders and upon her return later in the day reported that charts would be delivered by picket boat to each vessel upon entry.

0800 Position Lat. 11°50' N.; Long. 162°20' E.

0810 STEWEL maneuvered alongside LST 207 and received aboard the flagship by boatswain's chair Staff Officers, Lt. J. E. Elliot, Lt. D. M. Wyman, and General Motors technician, J. R. Lundahl to prepare schedules and make arrangements for repairs at Eniwetok. Repair requests had been received from all ships needed same.

0915 Task Group 53.16 formed entry formation similar to one used for entry at Kwajalein.

1200 Position Lat. 11°30' N.; Long. 162°28' E.

1205 Received instructions to remain clear of harbor entrance to allow passage of several other groups of ships. Proceeded to maneuver on various courses and at various speeds to carry out these instructions.

1450 Received instructions to proceed into anchorages. Commenced using various courses and speeds to comply.
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 July, 1944

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,
30 June, 1944.

LCT (-11) 30 June, 1944 (cont.)

1743 Passed buoy #3 and passed through Deep Entrance into Eniwetok Lagoon.
The various vessels of Task Group 53.16 proceeded to anchorages as
assigned.


2200 "Air flash red" was received by radio from Senior Officer Present Afloat.
All hands went to "GQ".

2231 "Air flash white". Secured from "GQ".

So ends Part "C", erroneously entitled "Passage to Guam". A more appropriate
title would have been "Passage to Marianas Islands Area and Diversion to Eniwetok".
Now again preparations will begin for the next move against the enemy. CTF 53.16
and vessels of the Task Group will welcome another opportunity for a crack at the
forces of Hirohito and a chance to make up for the opportunity that did not present
itself this time. It is regretted that circumstances did not allow the LST's of
Flotilla Five to again participate in a decisive strike at the enemy but now all
eyes are turned forward to the next opportunity.

All units of the Command came through the past month, which was for the most part
spent at sea, in very good shape. The present condition of all vessels is a result of
the intense preparation and foresight in making these preparations. Too much credit
can not be given the U.S.S. AGGRES FOR her valuable assistance at sea and worthy, too,
of mention is the ability of the officers and crews of the various ships in making
repairs. The striking power of the Task Group is intact except for the loss of LST
468 through enemy action. The Task Group Commander (Commander LST Flotilla Five) will
in short order have his ships ready for whatever may be forth coming in the immediate
future.
L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

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

PART "D"

LOGISTIC DATA ON LST's
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NOTE:

MEDICAL SERVICES PERFORMED BY

LST 241:
- 6 malaria
- 6 catarrhal fever
- 2 acute bronchitis
- 22 admissions to sick bay
- 1,555 misc. treatments

LST 269:
- 1 appendectomy
- 1 corneal opacity
- 1 syphilis
- 1 mumps
- 7 malaria
- 1 gunshot wound
- 1 frontal sinusitis

LST 447:
- 1 appendectomy
- 23 admissions to sick bay
- 392 misc. treatments

CC: CinoPac