

**DECLASSIFIED**  
Authority: E.O. 13526  
By: NDC NARA Date: Dec 31, 2012

Reg. No. *DM 1656-c*  
R.S. No. ....  
(MS)

LSTFLOTS/ A12-1  
Serial 00120

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

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

S-E-C-R-E-T

1 June 1944.

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

Commander, L.S.T. Flotilla FIVE - Captain G. B. Carter, USNavy.

L.S.T. GROUP THIRTEEN

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

LST DIVISION 25

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

LST DIVISION 26

- %LST 339 - Lt.J.J.Croft, USNR.
- #LST 340 - Lt.L.Haskell, USNR.
- %LST 395 - Lt.A.C.Forbes, USNR.
- %LST 397 - Lt.W.R.Hitch, USN.
- LST 398 - Lt.R.J.Kammer, USNR.

L.S.T. GROUP FOURTEEN

Commander, L.S.T. 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 342 -
- @LST 353 - Lt.C.A.Martin, USN.

LST DIVISION 28

- @LST 39 - Lt.R.J.Figaro, USN.
- @LST 71 - Lt.Comdr.F.E.Miner, USCG.
- &LST 172 -
- LST 207 - Lt.H.S.Ingalls, USCGR.
- @LST 354 - Lt.W.A.Henry, USN.

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L.S.T. GROUP FIFTEEN

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

LST DIVISION 29

- @LST 120 - Lt.J.F. Conlon, USNR.
- LST 343 - Lt.H.H.Rightmeyer, USN.
- LST 399 - Lt.J.M.Wiesenthal, USNR
- LST 485 - Lt.H.F.Breimyer, USNR.
- LST 486 - Lt.E.C.Shea, USNR.
- LST 488 - Lt.G.E.Scott, USNR.

LST DIVISION 30

- @LST 40 - Lt.W.H.Farmer, USN.
- @LST 24 -
- LST 70 - Lt.Comdr.A.Pollock, USCG.
- LST 123 - Lt.W.Byron, USN.
- @LST 124 - Lt.W.A.Bartos, USN.
- LST 125 - Lt.W.R.Tenney, USNR.

1944 JUL 19 8 02  
COMMANDER-IN-CHIEF  
FLAG OFFICE  
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L.S.T. GROUP FORTY

LST DIVISION 79

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

NOTE:

All LST'S without reference marks were operating from Purvis Bay.  
%-Operating temporarily with SoWesPac for landings on Aitape and  
Hollandia, New Guinea.  
#-Battle damages repaired at Mare 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 torpedoed, 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 Force, Third Fleet,  
(Commander Task Force 31.) - Rear Admiral T.S.Wilkinson, USN.  
Commander Landing Craft Flotillas,  
Third Fleet (Commander Task Group 31.1) Rear Admiral G. H. Fort, USN.  
Commander L.S.T. 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:

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TASK ORGANIZATION (Continued)

Commander Fifth Fleet	Admiral R. A. Spruance, USN.
Commander Fifth Amphibious Forces- (CTF 51.)	Vice Admiral R. K. Turner, USN.
Commander Group Three Fifth Amphib- ious Force (CTF 53. and CTG 53.1)	Rear Admiral R. L. Conolly, USN.
Commander Task Group 53.2	Rear Admiral L. F. Reifsnider, USN.
Commander Task Group 53.3	Captain P. Buchanan, USN.
Commander Task Group 53.16 (ComLSTFlotFIVE)	Captain G. B. Carter, USN.

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, DMS, 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 (sidecarry) 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 loaded 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 RepforMaint Purvis (Captain W. C. Craig), the USS WHITNEY, USS PROMETHEUS, USS AGENOR, USS ARISTAEUS, USS ARGONNE, USS MEDUSA, Landing Craft Repair Units No. 1 and 2, Pontoon Assembly 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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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. 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 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 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.

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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 E. A. McFall, Commander LST Group 38, and sixteen ships would report to this command for repair and readying 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 scheduled to carry these pontoons had not reported to this command as yet. The LST's designated were as follows:

PONTOON BARGES-LST's 70, 125, 123, 207, 399, 488, 343, 227, 38, 276, 476.

PONTOON CAUSEWAYS-LST's 449, 118, 241, 269, 478 and 122.

2 MAY 1944

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

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

LST's 70, 123, 125, 343, 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 Russells 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, AN's and the ARL3 - 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 tip-top 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 MMguns 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 Russells 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 reefers 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 Russells Islands. HMRNZS Queen 14 was provided for escort. It was estimated that these vessels will have completed their mission and

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3 MAY 1944 (continued)

reported to Pontoon Assembly Detachment #2, Russells Islands, and completed installation of pontoons by 9th May.

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

LCI 22 was used to carry badly needed turnbuckles to Russells 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 PROMETHEUS. The LCI also carried U. S. and Guard mail for the LST's at Russells. Estimated time of arrival at Russells was 1830.

Lt.(jg) Stettner 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 ComSerOnSoPac 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 Russells Islands. These LST's were directed not to accept any more cargo from the Fourth Base Marine Depot for transportation to Tassafaronga and Teterere, 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 Russells. Expected time of completion was 2400 5 May.

LST's 207 and 399 were loading at Kukum Beach, Guadalcanal, for Russells 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 spur 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.

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

LCI 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 9 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 RepformaintPurvis.

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 488, 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 Tetera 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 Tetera 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 MONROE 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.

LCI'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. Flotilla 5 was at Lyons Point.

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

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

LST's 123 and 488 were at Teter 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 467 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.BURNETT to another mooring in Purvis Bay and then proceeded to Lunga Radio Pool, Guadalcanal, to draw radio gear.

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**By: NDC NARA Date: Dec 31, 2012**

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Serial 00120

(ms)

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 June 1944.

S-E-C-R-E-T

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 E. 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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1 June 1944.

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

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 SOWesPac. 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 ComTransGroupThreeFifth Phib.

PC 1126 was ordered to escort LST 449 from Russells Islands to Tetere 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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THIRD AMPHIBIOUS FORCE  
UNITED STATES PACIFIC FLEET  
Office of the Commander

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S-E-C-R-E-T

1 June 1944.

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

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 488 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, 343, 399 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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UNITED STATES PACIFIC FLEET  
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Subject: War Diary from 0001 Love 1 May 1944 to 2400 Love 30 May 1944.

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, 78, 117, 122, 125, 219, 220, 221, 243, 270, 398, 447, 477, 478, 479, 481, 482 and 488 were in the Purvis Bay-Tulagi area. Of this group LST's 78, 221, 243, 270, 447, 479, 481 and 482 departed this area for Guadalcanal to participate in training at 0830.

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.

LCI 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.

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UNITED STATES PACIFIC FLEET  
Office of the Commander

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1 June 1944.

S-E-C-R-E-T

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 ammo 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 GREECE VICTORY in Gavutu Harbor, then report to ComTrans GroupThreeFifthPhib 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 DUPAGE off Tetera 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  
Office of the Commander**

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

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

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

Commander L.S.T. Group 15 (aboard LST 269) and Commander L.S.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, 227, 241, 247, 276, 343, 398, 399, 446, 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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UNITED STATES PACIFIC FLEET  
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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 481 in company.

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

Commander L.S.T. Group 38 was at Lyons Point. During the day he attended a conference with CTG 53.4 aboard the USS ZEILIN.

LST's 38, 41, 70, 118, 122, 123, 219, 220, 221, 227, 247, 398, 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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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. -

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, 269 and 447 proceeded to Tetera Beach, Guadalcanal for duty with ComTransGroupThreeFifthPhib. LST's 70, 123, 125, 207, 241, 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 STEMBEL 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 14 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 STEMBEL 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 38, 41, 78, 122, 221, 227, 243, 270, 276, 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 Doma Cove to complete loading with amphibious vehicles and troops. LST 227 while loading had trouble with elevator foundation,

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22 MAY 1944 (continued)

which buckled, thus throwing it out of line. The USS AGENOR 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 Tetera 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 STEMBEL, and Commander L.S.T. Group 15 in LST 488, with LST's 70, 117, 118, 123, 125, 207, 219, 220, 241, 247, 269, 343, 399, 447, 449 and 488 were off Guadalcanal. LST's joined with LCI(G)'s, SC's, PC's, YMS's, AN's, AGENOR and STEMBEL 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 - Russells 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; CI's:-HONOLULU, ST. LOUIS, MONTPELIER 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(G)'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, 221, 227, 243, 270, 276, 476, 477, 478, 479, 481, 482 and 446 joined up with LCI(G)'s, SC's, PC's, YMS'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

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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 LCRU #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 ARGUS 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 488 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, 476, 477, 478, 479, 481, 482 and 488 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, 243, 399, 447, 449 and 488 were at Guadalcanal completing loading.

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UNITED STATES PACIFIC FLEET  
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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, 488, 241 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 488 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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UNITED STATES PACIFIC FLEET  
LST FLOTILLA FIVE  
AMPHIBIOUS FORCE SOUTH PACIFIC

(ms)

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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 RepformaintPurvis for ship types in operation were loaded aboard the USS AGENOR.

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, 482, 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.

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LST FLOTILLA FIVE  
AMPHIBIOUS FORCE SOUTH PACIFIC

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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 L.S.T. Flotilla 5 was at Lyons Point. During the day he attended a conference aboard the DUPAGE (flagship of CTG 53.2) for final planning of the attack on the enemy.

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

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

Lt. Gadd of Staff of ComGroupThreeFifthPhib held conference with officers' and CPOs' of 1039 CB 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 YMS's and all LCI's of Task Group 53.16 obtained final provisions at Tulagi.

30 MAY 1944

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

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

All LST's were in the Purvis Bay-Tulagi area.

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LST FLOT 5 A12-1  
Serial 00120

UNITED STATES PACIFIC FLEET  
LST FLOTILLA FIVE  
AMPHIBIOUS FORCE SOUTH PACIFIC

(ms)

c-o Fleet Post Office,  
San Francisco, California

S-E-C-R-E-T

1 June 1944.

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

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 MAIL.

All LCI's of Task Group 53.17, plus all SC's and PC's of both groups, with ALOE, HOLLY, APACHE, LIPAN, took on final provisions prior departure.

PC'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 radiomen 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 RepformaintPurvis 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.

ComAirSoPac was requested to have Seaplane Base, Halavo, 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. STEMBEL (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

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1 June 1944.

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

*G. B. Carter*  
G. B. CARTER.

Copy to:  
Cincpac.



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THIRD AMPHIBIOUS FORCE  
UNITED STATES PACIFIC FLEET  
Office of the Commander

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

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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,  
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LST GROUP FIFTEEN

‡Commander LST Group Fifteen

Commander V. K. Busck, USN.

LST DIVISION 29

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

LST DIVISION 30

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

LST GROUP FORTY

LST DIVISION 79

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

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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TASK ORGANIZATION

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

INTRODUCTION TO OPERATIONS

LST Flotilla Five was not operating as a flotilla but was divided among various task groups for the attacks on the enemy. The various 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 A163-44, 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 TWO. 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.

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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):

LCI(G)	LST	LST	LST	LST	LCI(G)
464	117	70	125	488	466
465	447	219	269	241	467
468	207	247	399	343	469
471	123	118	220	449	472

U.S.S. Agenor U.S.S. Aloe U.S.S. Holly 473

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

Sun rise 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:

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Commander Task Group 53.17

Commander E. A. McFall, USN.

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

LST 446	LCI(G)442
41	366
78	437
122	450
38	365
221	439
227	440
476	474
477	475
478	YMS 281
479	260
481	266
482	241
243	270
270	272
276	SC 1319
PC 1126	1325
1127	1326
1136	1328
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 365)	Lieutenant H. P. Rabenstein, USNR.

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PART "A"

GETTING UNDERWAY AND PASSAGE TO KWAJALEIN

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ICT (-11)

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 488 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 437 which had gone aground in the Purvis Bay area and was pulled off by the U.S.S. Grapple.

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LCT (-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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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 AGENOR 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 PC's formed an outer ring of defense around the Task Group. PC 555 ranged 500 yards ahead of formation and the U.S.S. STEMBEL preceded the PC by 500 yards.

A course was set to take the Task Group through Lengo 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. B. Carter, CTG 53.16, in U.S.S. STEMBEL (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.

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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. shot at 0800. He gave the following visual message to the group, "At 0800 be prepared to participate in A.A. shoot with machine guns at modified "tare" runs by Navy Maruader, 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.

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LCT (-11)

1 June, 1944 (cont.)

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

1200 Position Lat.  $06^{\circ}39.5'$  S.; Long.  $160^{\circ}26.5'$  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 CTG 53.17, and last minute problems were discussed between Task Group Commanders.

2000 Position Lat.  $05^{\circ}33'$  S.; Long.  $160^{\circ}58'$  E.

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

LCT (-11)

2 June, 1944

The convoy was steaming on course  $025^{\circ}(T)$  at nine knots speed. Task Group 53.17 was approximately ten miles astern.

0800 Changed base course to  $028^{\circ}(T)$ . Position Lat.  $03^{\circ}48.5'$  S.;  
Long.  $161^{\circ}27'$  E.

0835 The screen which did not rotate when last course change was made rotated at this time using  $028^{\circ}(T)$  as the axis.

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LCT (-11)

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 sheered 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 TCS radio trouble.

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LCI (-11)

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. AGENOR was put aboard the LST by small boat. The AGENOR 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 STEMBEL tomorrow to effect delivery.
- 1713 LST 449 had completed repairs and it, with the AGENOR 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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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,  
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LCT (-11)

2 June, 1944 (cont.)

2000 Position Lat.  $02^{\circ}16'$  S.; Long.  $162^{\circ}13.9'$  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  $028^{\circ}(T)$  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 YMS 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.  $00^{\circ}40'$  S.; Long.  $163^{\circ}05.5'$  E.

0915

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

0936

Changed speed to eight knots to allow the AGENOR to regain station.

Lt. Stroud, (MC), was transferred from LST 488 to LST 219 to perform an emergency appendectomy.

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

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LCT (-11)

3 June, 1944 (cont.)

0936 LST 479 of Task Group 53.17 reported losing a 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, AGENOR, and YMS 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'S.; Long. 163°22.5' E.  
LST 449 requested assistance from AGENOR to repair steering gear.

1225 U.S.S. AGENOR 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 AGENOR 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.

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LCT (-11)

3 June, 1944 (cont.)

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

Lt. Nolan on LST 488 was requested to have LCI's close LST and demonstrate fire pumps. All LCI'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' 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. AGENOR
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.

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LCT (-11)

4 June, 1944 (cont.)

0708 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' 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 STEMBEL 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 STEMBEL 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.

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LCT (-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.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.

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LCT (-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.  $03^{\circ}46.5'$  N.; Long.  $165^{\circ}28'$  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.

LCT (-11)

5 June, 1944

- Task Group 53.16 was steaming on course  $028^{\circ}(T)$  at speed of 9 knots.
- 0800 Position Lat.  $05^{\circ}00.5'$  N.; Long.  $165^{\circ}59'$  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 241 needed repair to badly damaged starboard superstructure amid-ships (received when she hit LST 270 bow anchor during fueling operations) also starboard amid-ships twenty millimeter gun knocked off foundation and woodwork of after starboard forecastle deck crushed.

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LCT (-11)

5 June, 1944 (cont.)

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

1125 Commodore asked YMS 281 if all sweep gear was aboard YMS's in accordance with COMTRANSGROUPTHIRDPHIB 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 469, 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 NPM guard for Task Group 53.16 in the absence of the flagship.

1756 Air flash red reported by Majuro.

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LCT (-11)

5 June, 1944 (cont.)

1829 U.S.S. STEMBEL 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. AGENOR
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.

LCT (-11)

6 June, 1944

The U.S.S. STEMBEL with CTG 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 Gea Passage into the Kwajalein Atoll lagoon.

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LCT (-11)

6 June, 1944 (cont.)

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

0800 Position Lat. 08°48' N.; Long. 167°40' E.

0805 U.S.S. STEMBEL with CTG 53.16 aboard departed Kwajalein to rejoin convoy. Various staff officers remained aboard U.S.S. ARGONNE 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 to Task Groups 53.16 and 53.17 who were nearing Kwajalein.

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

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

1146 U.S.S. STEMBEL 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.

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PART "B"

FINAL PREPARATIONS AT KWAJALEIN

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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. STEMBEL proceeded directly to YO 160 for fuel. LST's were sent four at a time alongside the water barge to take on water and alongside the tanker to take on fuel. All LST'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 YMS's were fueled and watered. All available boats were sent to the provisioning ships, PASTORES, ALDEBARAN AND CHELEB to carry out the tremendous task of filling to capacity the larders 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 Gea Passage in accordance with SOPA instructions. The SC's were then ordered to take on new fuel from the tanker, MASCOMA. 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 effecting 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 refrigerator 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 refrigerator 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 MM. 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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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 effect  
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. GRAPPIE 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.

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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 STEMBEL where repairs were accomplished by technicians from the destroyer.

Because of considerable engine trouble with the engines of the LCI'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 LCI's in tiptop condition and ready to strike when called on.

Each LST was to be equipped with three landing mats. 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 CTF 53 aboard arrived at approximately 1100 on the eighth. On his arrival PC 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 base-gram 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 objective. These included the armored amphibious units and signal corps personnel. 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 previous 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. BLACK 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. DUPAGE 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 446 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 Groups. This mail was taken aboard the U.S.S. STEMBEL and delivery was to be effected enroute to our destination.

At 1115 on the ninth air flash blue was received.

At 1125 air flash red and all hands went to "GG". 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 1240 preparations were begun to get underway.

At 1330 the mud 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. Commendation should go to COMSERON 10, the repair ships, AGENOR, LUZON, ARGONNE, and the STEMBEL 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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Serial 00110

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 "C"

PASSAGE TO GUAM

**DECLASSIFIED**

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/A12-1  
Serial 00110

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1 July, 1944

S-E-C-R-E-T

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

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LCT(-11)

9 June, 1944

1545

The flagship, U.S.S. STEMBEL, with CTG 53.16 aboard stood out of Gea 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 294<sup>0</sup>(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 LCI 437 (again a straggler) and SC 1326 were absent from formation. The STEMBEL immediately stood back to locate the stragglers at a speed of 25 knots.

1845

Darkness had fallen and as the STEMBEL entered Gea 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 STEMBEL began blinking its call to the LCI 437 and SC 1326 with instructions to proceed to her at once.

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LSTFLOT5/A12-1

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LCT (-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 STEMBEL led the strays through the passage and set a course for them that would lead them back to their Task Group, 53.17. The STEMBEL then departed on course at 17 knots to rejoin her unit.

2330

The STEMBEL 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 STEMBEL 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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~~S-E-C-R-E-T~~

Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,  
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LCT (-11)

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. STEMBEL 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.

LCT (-11)

11 June, 1944

0045 Air flash red at Eniwetok Atoll.

0048 Air flash red at Engellii 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. LCI(G)'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 AGENOR were to assist in the reinstallation of the ramps.

0840 YMS 216 passed minesweeping gear to YMS 242.

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LSTFLOTS/AL2-1  
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,  
30 June.

ICT (-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.  
Held SCR radio test. Results were very good.

1023 Screen opened to 400 yards. LCI(G)'s cleared formation to conduct test firing of rockets.

1030 U.S.S. STEMBEL closed with PC 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 GRAPPLE while making 12 hour repairs to starboard engine. LCI 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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LCT (-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. STEMBEL 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°58' N.; Long. 158°13' E.

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

LST's were cautioned not to use gasoline for operating evaporators 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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LCT (-11)

12 June, 1944 (cont.)

1257 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 breeches 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 breeches buoy to effect repair of sound gear.

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

LCT (-10)

2000 Position Lat. 12°23' N.; Long. 156°09' E.

LCT (-10)

13 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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LCT (-10)

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 stewards 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.

0848 Commenced "Deploy Able" exercises. This was the alternate attack plan in case Task Group 53.16 landed at the same beach that Task Group 53.17 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.

1235 Formed cruising formation #1.

✓ 1328 Closed PC 555 to receive sound gear repairment sent aboard in breeches buoy yesterday.

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LCT (-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  
8 the enemy had an eye on us.

1407 Contact faded.

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

1650 LST 118 was having engine trouble and requested permission to  
shut down one engine and make repairs and also to cut speed  
to 7½ knots. Permission was granted at 1800 at which time the  
entire convoy was slowed to 7 knots.

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

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

LCT (-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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LCT (-10)

14 June, 1944 (cont.)

0800 Position Lat.  $13^{\circ}08'$  N.; Long.  $151^{\circ}04.4'$  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.  $13^{\circ}19.2'$  N.; Long.  $150^{\circ}39.9'$  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  $280^{\circ}(T)$  with 6 knots as base speed.

1930 As an evasive measure since the Task Groups were in enemy waters, the course was changed to  $312^{\circ}(T)$  and speed to nine knots.

2000 Position Lat.  $13^{\circ}30.4'$  N.; Long.  $149^{\circ}45.5'$  E.

2130 Changed course to  $267^{\circ}(T)$  with speed dropping to six knots. This was part of the evasive measures taken by the O.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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LSTFLOTS/ A1261  
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S-E-C-R-E-T

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LCT (-10)

15 June, 1944

Task Group 53.16 was steaming on a base course of 267°(T) at a speed of seven knots enroute 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. STEMBEL 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 AGENOR  
YMS 195 from LST 220  
YMS 237 from LST 343  
YMS 242 from LST 241  
YMS 184 from LST 449  
YMS 216 from AGENOR

0745 PC 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 262°(T) speed six knots.

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ICT (-10)

15 June, 1944 (cont.)

- 0800 SC 1273 reported that bad fuel had ruined more generator injectors. It requested permission to refuel at the AGENOR 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 AGENOR.
- 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 preceeding 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:
- |         |      |         |
|---------|------|---------|
| SC 504  | from | AGENOR  |
| SC 667  | from | LST 269 |
| SC 727  | from | LST 125 |
| SC 521  | from | AGENOR  |
| SC 724  | from | LST 447 |
| SC 1273 | from | LST 399 |
- 1310 U.S.S. STEMBEL closed starboard side to portside of LST 447 and took on 10,746 gallons of standard diesel fuel.
- 1414 STEMBEL completed fueling and resumed regular station in convoy. Commanding Officer of LST 447 was complemented 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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ICT (-10)

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 "WELL DONE" 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. STEMBEL made unidentified air search radar contact bearing 147°(T) distance 28 miles.
- 1706 Commander Task Group 53.17 reported bandits closing his formation.
- 1710 Task Group 53.16 went to "GQ". It was noted that Task Group 53.17 was firing at this time, their burst being seen on the horizon.
- 1711 U.S.S. STEMBEL 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. STEMBEL reported two enemy planes approaching Task Group 53.16 bearing 070°(T). They widened out and started to circle formation.

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LCT (-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 axis 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 slowed speed to six knots.

LCT(-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 STEMBEL 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.

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LCT (-10)

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 .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 095°(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. 13°29.9' N.; Long. 147°21.4' E. Changed speed to 6 knots.
- 0900 LST 399 reported that a passenger, Ens. Marks, a LVT wave commander,

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LCT (-10)

16 June, 1944 (cont.)

0900 (cont.) had appendicitis and would be unable to fulfill his duties as wave 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°(T). This Task Group made no contact.

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

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

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

1145 PC 555 requested permission to go alongside the AGENOR 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. 13° 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°(T).

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, GM2/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 masted 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."

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/ A12-1  
Serial 00110

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.

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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. MONGAHAM closed the STEMBEL 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 148.

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. STEMBEL to pass guard mail.  
1455 PC 555 again stood alongside the Flagship to receive spare parts for sound gear.

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LSTFLOTS/AL2-1  
Serial 00110

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1 July, 1944

S-E-C-R-E-T

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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 oped 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 468 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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LCT (-10)

17 June, 1944 (cont.)

1804 LCI 472 and PC 555 picked up swimming survivors and removed remaining personnel from LCI 468. STEMBEL, HOLLY, AGENOR, ALOE, and LCI 466 all stood back to help with rescue work while SC 727 and SC 667 screened. STEMBEL sent medical help to assist on LCI 468 but adequate medical aid was being administered and Doctor returned to STEMBEL. 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 AGENOR 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 (AN19) and salvage party from AGENOR 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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LCT (-10)

17 June, 1944 (cont.)

2000 Position Lat. 13°2' 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, PC 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.

LCT (-10)

18 June, 1944

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, PC 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.

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

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

0820            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 "GQ".
- 1327 "Bogey" was 20 miles off starboard quarter.
- 1340 Lost contact with "bogey" and secured from "GQ".
- 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 PC 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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LCT (-10)

18 June, 1944 (cont.)

2130 Changed base course to 262°(T) and speed to six knots.

2000 Position Lat. 13°32.5' N.; Long. 147°47.9' E.

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 262°(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 262°(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' E.

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' E.

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LCT(-10)

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 STEMBEL to meet attack. Speed was increased to twenty knots.
- 1207 Contact faded. Secured from General Quarters.
- 1230 Changed base course to 262°(T).
- 1235 U.S.S. STEMBEL 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, A074) replied that they were sorry but they 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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ICT (-10) 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.

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

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. CTG 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. STEMBEL 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. STEMBEL 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 sank 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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LCT(-10)

20 June, 1944 (cont.)

- 0740 U.S.S. STEMBEL left Task Group 53.16 and proceeded on various courses to come alongside U.S.S. KANKAKEE (AO39) 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. STEMBEL was alongside the U.S.S. KANKAKEE port side to starboard side.
- 0827 STEMBEL commenced taking on fuel.
- 0917 STEMBEL completed taking on fuel having received 95, 993 gallons of fuel oil.
- 0925 U.S.S. STEMBEL cast off from the KANKAKEE 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 LCI 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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LCT(-10)                      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. 148°05' E.

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

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 DUPAGE  
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.

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LCT (-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. STEMBEL 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 488      LCI 467 from LST 219  
LCI 464 from LST 207      LCI 465 from LST 123  
LCI 469 from LST 118      LCI 472 from LST 449  
LCI 471 and 473 from U.S.S. AGENOR

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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                      LCI 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 148° Longitude and north of  
15° Latitude awaiting orders.

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LCT (-10)

22 June, 1944 (cont.)

0048 Surface radar contact was made bearing  $150^{\circ}$ (T), 31,300 yards distance. Later contact was identified as U.S.S. CHENANGO, CVE 28, and escorts. They passed close ahead at a distance of 8,000 yards.

0800 Position  $15^{\circ}39.5'$  N. Lat.; Long  $148^{\circ}17.5'$  E.

0819 Sighted Task Group 52.14 bearing  $084^{\circ}$ (T), distance 12 miles.

1000 Changed base speed to 9 knots and course to  $193^{\circ}$ (T).

1015 Changed base course to  $273^{\circ}$ (T) by turn movement.

The STEMBEL, AGENOR, 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  $15^{\circ}35.6'$  N. Lat.;  $148^{\circ}11.00'$  E. Long.

1227 LCI 471 completed repairs to engine and rejoined formation.

1335 STEMBEL 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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Authority: E.O. 13526

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LSTFLOT5/A12-1  
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Subj: War Diary from 0001 Love, 31 May, 1944, to 2400 King,  
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LCT (-10)

22 June, 1944 (cont.)

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

1615. Repair party from AGENOR boarded LCI 467 to investigate cause of break down. Report was received from repair party that star-board 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 AGENOR, 1 PC, 1 SC, and 3 LCI's proceed to Saipan.

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By: NDC NARA Date: Dec 31, 2012

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Serial 00110

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

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ICT (-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 preceeding 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.

ICT (-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, steaming on one engine.

0600 LST 207 and PC 555 rejoined formation.

0620 STEMBEL closed the AGENOR and transferred official mail. Phones were rigged and the Commodore talked with the captain of the AGENOR, 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.

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LCT (-10)                      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 STEMBEL 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 de-  
parted 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 CTU 16.7.6  
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              STEMBEL closed the BLACK who was at that time ten miles astern of  
Task Group 53.16 to effect visual communication.
- 1714              STEMBEL proceeded to rejoin Task Group 53.16.

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LCT (-10)                      23 June, 1944 (cont.)

1750                      LCI 466 rejoined the formation.

2000                      Position Lat. 15°37.1' N.; Long. 146°54' E. Executed turn 9  
to come to base course 353°(T).

2100                      Executed turn 4 ans. to come 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 the morning.  
Permission was granted.

2130                      Changed speed to 6 knots.

LCT (-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 des-  
patch instructing them to remain east of 148° Longitude and north  
of 15° Latitude.

0024                      Made surface radar contact on ship bearing 146°(T), distance  
16½ miles.

0552                      Closed LST 488 and 343 to pick up guard mail.

0650                      YMS's and SC's took on fuel and water from the following LST's:

YMS 136 from LST 247	YMS 195 from LST 220
YMS 237 from LST 343	YMS 242 from LST 241
YMS 184 from LST 399	YMS 216 from LST 449
SC 667 from LST 269	SC 727 from LST 125
SC 1273 from LST 399	SC 724 from LST 447
SC 521 from LST 118	

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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. STEMBEL 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' N.; Long. 147°57' E.

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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 CTF 51's instructions awaiting orders to proceed to Guam, Mariana 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 suggested that the necessary spare parts could be obtained from some LCI in Marshalls area that was not being used in this operation.
- 0955                      GRAPPLE left formation to join Task Group 53.17 which was 12 miles astern.

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LCT (-10)

25 June, 1944 (cont.)

1140 STEMBEL 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 STEMBEL 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 STEMBEL 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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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.

LCT (-10)                      26 June, 1944

Task Group 53.16 was steaming on base course 103°(T) at a base  
speed of 9 knots enroute 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 instr-  
ucted to proceed at best possible speed to screen LST 476. Both  
were to join Task Group 53.16 formation at daylight.

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LCT (-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 CTF 51.

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 maintain 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. AGENOR.

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 14½ miles.

0911              U.S.S. STIMBEL maneuvered to take station between the aircraft and the Task Group to ward off any attack.

0912              The aircraft was identified as friendly.

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ICT (-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.  $14^{\circ}26.4'$  N.; Long.  $149^{\circ}30'$  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  $100^{\circ}(T)$  and speed to 9.5 knots.

1758 Made surface surface radar contact bearing  $118^{\circ}(T)$ , distance 19 miles. Contact was identified as friendly.

2000 Position Lat.  $14^{\circ}15.5'$  N.; Long.  $150^{\circ}40'$  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. BAILEY as OTC. LST 124 was one of our ships operating 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.

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LCT (-10)

26 June, 1944 (cont.)

The Task Group Commander advised the Task Group that the same entry instructions would be used at Eniwetok as were used at Kwajalein. 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.

LCT (-10)

27 June, 1944

Task Group 53.16 was steaming on base course 100°(T) at a speed of 9.5 knots.

0712 U.S.S. STEMBEL closed LST group to facilitate visual communication.

0730 U.S.S. STEMBEL returned to station 7,000 yards ahead of convoy.

0800 Position Lat. 13°58' N.; Long 152°24.5' E.

0810 Proceeded to close U.S.S. BAILEY who was approaching on starboard beam, distance about 9 miles for visual communication.

0840 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.

0940 U.S.S. STEMBEL returned to formation with Task Group 53.16.

1040 PC 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 fight like heck. There was just one air blast scare as we were leaving".

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LCT (-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 COMCIGROUP 37  
via portable phones.

2000                      Position Lat. 13°30' N.; Long. 153°30' E.

All medical officers of vessels in Task Group 53.16 were requested to submit requisition for necessary medical supplies to the senior Flotilla Medical Officer aboard the LST 488.

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 PX 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.

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LCT (-10)

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.)

LCT (-11)

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°42' 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 AGENOR in formation.

PC 555 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.

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LCT(-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            STEMBEL 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. STEMBEL resumed her position.

LCT(-11)                      29 June, 1944

- Task Group 53.16 was steaming on base course 102°(T) 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.

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LCT(-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 464 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 136 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' E.

1312                      LST 488 was having steering gear trouble.

1414                      Changed speed to 11.5 knots.

1430                      Changed speed to 11 knots.

1827                      Expended 10 rounds of 5"/38 Cal. AA common ammunition test firing main battery aboard U.S.S. STEMBEL. Firing was to port.

2000                      Position 12°23' N. Lat.; 160°48.5' E. Long.

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.

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/Al2-1  
Serial 00110

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) 30 June, 1944

- Task Group 53.16 was steaming on base course 103° at a speed of 9.5 knots enroute 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°(T).
- 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 STEMBEL 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.

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LSTFLOTS/A12-1  
Serial 00110

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) 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.
- 2000 Position 11°37' N. Lat.; 162°17' E. Long.
- 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. CTG 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. AGENOR 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 LCI 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.

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**Authority: E.O. 13526**

**By: NDC NARA Date: Dec 31, 2012**

LSTFLOTS/  
Serial

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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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LST NO.	PASSENGERS GUADAL TO KWAJALEIN		PASSENGERS KWAJ. TO ENIWETOK		TONS CARGO CARRIED			AMPHIB CARGO CARRIED		FUEL		WATER		TONS FOOD CONSUMED			MEALS SERVED PASSENGERS
	OFF.	ENL.	OFF.	ENL.	MOBILE	NON MOBILE	TOTAL	LVTS	DUKWS	CONSUMED	GIVEN SMALL CRAFT	CONSUMED	GIVEN SMALL CRAFT	DRY	CHIL-LED	FRO-ZEN	
70	15	189	16	332	290	259	549	17	0	55600	21700	126100	10400	14	2.3	4.4	28668
117	8	139	12	312	250	285	535	17	0	64000	10600	81800	5700	15	3	3.5	20592
118	11	206	28	301	78	384	462	12	9	70739	4000	80278	5800	18	1	7	31629
123	8	172	15	346	381	305	686	13	6	48842	0	101000	5500	19	6.8	6.7	27184
125	6	204	13	325	200	490	690	15	3	50000	6750	59000	3700	28	10	8	33075
207	8	189	14	329	476	258	734	17	0	56900	0	110900	6500	20	7.5	3.5	26583
219	3	64	15	309	272	266	538	17	0	57473	4850	105195	6275	21	2.8	3.3	28140
220	11	179	20	316	470	180	650	13	6	60492	14955	83000	12079	26	5.5	7	9663
241	12	215	27	316	380	310	690	11	9	64520	16600	95100	17100	19	6	6	28086
247	6	81	15	314	288	356	644	17	0	38427	15425	81105	4200	16	2.5	3	24270
269	8	191	19	332	315	317	632	17	0	57500	7650	85000	4660	20	5	5.5	27954
343	7	179	13	314	224	617	841	17	0	62126	7700	95120	2800	19	5.5	7.5	29777
399	10	196	14	329	273	527	800	17	0	42040	15730	85336	9937	17	6.2	4.5	28174
447	19	334	33	286	406	95	501	9	12	31100	16800	54150	3000	15	8	6	25383
449	15	193	32	319	275	225	500	9	11	47810	28225	73227	24111	16	4.4	3.8	35988
488	6	202	13	353	421	210	631	13	6	54368	13000	134222	20000	26	6	3	9341
<b>153</b>	<b>2933</b>	<b>298</b>	<b>5133</b>	<b>4999</b>	<b>5084</b>	<b>10083</b>	<b>231</b>	<b>62</b>		<b>861,931</b>	<b>183,905</b>	<b>1,450,533</b>	<b>141,762</b>	<b>309</b>	<b>82.5</b>	<b>82.7</b>	<b>425,545</b>

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By: NDC NARA Date: Dec 31, 2012

SHIP	BOATS CARRIED		ROUNDS			MEDICAL SERVICES PERFORMED
	#1	#2	40MM	20MM	OTHER	
70	LCP	LCS	787	1702	7-3"50 563-50	Deloused troops 15 sick bay
117	LCPR	LCVP	570	4740	600-50	Routine
118	LCVP	LCVP	330	2519	60-50	1 appendectomy 9 malaria
123	LCVP	LCPR	197	1979	1355- 30	1 appendectomy 7 malaria 1 urethral calculus 4 catarrha fever
125	LCVP	LCS	1024	3780	0	Routine
207	LCPR	LCS	720	1520	500-50	3 battle injuries - 1 fatal 300 passenger treatments - miscl. 90 crew treated - miscl.
219	LCPR	LCVP	269	2551	615-50	1 Appendectomy plus routine
220	LCPR	LCVP	527	5218	0	5 malaria plus routine
241	LCPR	LCVP	443	2385	12-3"50	See note
247	LCPR	LCS	758	2268	584-50	12 sick bay plus routine
269	LCPR	LCPR	1053	3260	1500-50	See note
343	LCPR	LCPR	900	2150	2-3"50	Routine
399	LCP	LCS	1108	4351	600-50	1 appendectomy 2 psychoneurotics, 2 sutured hand 3 malaria 1 traumatized foot lacerations
447	LCVP	LCPR	1562	3201	1650-50	See note
449	LCPR	LCVPR	906	5679	6146-50 5-3"50	6 catarrhal fever 2 acute tonsillitis 2 renal calculi 4 malaria - 1 dengue fever
488	LCPL	LCS	313	2066	11-3"50 881-50	ROUTINE

11467 49369 37-3"50  
13624-50/1355-30

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By: NDC NARA Date: Dec 31, 2012

NOTE: -

MEDICAL SERVICES PERFORMED BY

LST 241 -

6 malaria  
6 catarrhal fever  
2 acute bronchitis  
22 admissions to sick bay  
1,565 miscl. treatments

LST 269 -

1 appendectomy  
1 corneal opacity  
1 syphillis  
1 mumps  
7 malaria  
1 gunshot wound  
1 frontal sinusitis

LST 447 -

1 appendectomy  
23 admissions to sick bay  
392 miscl. treatments

*T. Blaxter*  
T. Blaxter

CC: CinePac

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