

SECRETWAR DIARYDECLASSIFIED
Authority NND-988133
By JN/Hurb, Dab 19/16

from the south under General MacArthur and the one from the east under Admiral Nimitz. Admiral Nimitz has declared his intention to establish a beachhead on the China coast. General MacArthur has declared his intentions of returning to the Philippines. We can see both objectives being approached in these two moves. To gain a position of the China coast, we must dominate the Philippines. The purpose of our present operations is to gain positions from which we can do just that - dominate the Philippines. This does not mean, necessarily, an immediate landing in the Philippines, but it does mean the gaining of airfields within striking distance of all parts of the Philippines. We are now engaged in that project.

The Central Pacific Force will take Palau. At the same time General MacArthur will advance to the northward from New Guinea and seize positions which will cut off Halmahera and isolate the large Japanese garrison there in the same way we have isolated other large Japanese garrisons. The fast carrier task force, in which we serve, will cover both these operations.

The forces in these operations, except those under General MacArthur, are called the Western Pacific Task Forces, and are under the command of Admiral Halsey in the NEW JERSEY. These task forces consist of the three large forces as follows: The Amphibious Force which will seize Palau and other adjacent territory; the Supporting Force, composed of the slow battleships, plus escort carriers, cruisers and destroyers will give support to the landings, including shore bombardment; and third, the Fast Carrier Task Force, in which we operate under the command of Vice Admiral Mitscher in the LEXINGTON. There are four groups in this force. Ours is No. 3 under the command of Rear Admiral Sherman in the ESSEX. General MacArthur's forces will be composed of an amphibious force and its supporting force from the Seventh Fleet. Our Task Force covers his operation also.

These operations began about September 2nd. You have been reading in the press results of these operations. They started at the time of our first fueling, when Task Group 4 struck the Bonin Islands for two days, and then proceeded toward Palau, where it was joined by the Three Task Groups and began softening of Palau. Then Task Groups 1, 2, and 3 proceeded westward and made air strikes for two days on the southern island of the Philippines, Mindanao. Upon completion of these first strikes on the Philippines they returned to the fueling area, where we joined them yesterday. They have now returned, reinforced by battleships, to continue the work on Mindanao, and to move the action into the Central Philippines. We will be here for three days. During this time Group 1 will separate and move to the support of General MacArthur. As a matter of interest we are in sight of the Philippines, and are operating in the deepest known waters of the world. They are known as the Philippine Deep and go down to 5900 fathoms or about 35,000 feet.

Four days from now, all groups will join again at the fueling area. By that time the invasion of Palau will have begun. Since that fast carrier task force will not be required further for that operation, Admiral Halsey has planned another interesting operation for us. I will give you the details of it later. It is Admiral Halsey's hope that he can smoke out the Japanese Fleet, in one of these operations.

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During the early strikes of the carrier task forces, the fast battleships were kept separated for the purpose of training in preparation for the surface action which Admiral Halsey is trying to create. We have accompanied the carriers this time because the enemy has already been alerted and may try to interfere on the present strike. It is doubtful that surface forces will be encountered on this strike, but it is within the capacity of the enemy to resist by air if he is willing to risk his planes. Therefore we must be particularly alert to repel air attacks for the next three days."

At 1930 came to course 1300(T) at 18 knots. Courses and speeds as ordered in anticipation of further strikes on target areas.

13 SEPTEMBER 1944

0800 Position

10° - 46.0'N
127° - 00.1'E

1200 Position

10° - 38.1' N
126° - 52.8' E

2000 Position

10° - 36.2'N
126° - 53.1'E

Steaming as before. Task Groups 38.1, 38.2 and 38.3 are in cruising disposition 5 "X-ray". At 0522 stood to General Quarters stations, securing at 0643. Carriers launched planes for fighter sweeps and air strikes on the Negros, Leyte, Cebu, Bohol area of the Central Philippines. At 0650 an enemy plane was sighted flying through the formation. It attempted to bomb the U.S.S. PRINCETON, dropping a bomb about 100 yards astern of the carrier. Several ships of the formation opened fire, this ship firing 40MM and 5" batteries. Several of our bursts were among the last to be observed in the vicinity of the target. After all ships had ceased firing, the plane, identified as an "Oscar", Japanese fighter, was seen to crash into the water at a bearing of 080°(T), range approximately 20,000 yards. Ammunition expended: 40MM - 20 rounds, HEIT; 60 rounds, HET; 5"/38 Cal. - 3 rounds, Mk. 18; 13 rounds, Mk. 32; 6 rounds, 5"/38 Cal. powder - Index 3468; 4 rounds - Index 3024; 3 rounds - Index 3991; 3 rounds - Index 3591. Maneuvered as required by flight operations and as ordered by O.T.C. At 1245 U.S.S. PRESTON alongside to deliver official mail. At 1830 began night retirement from strike position to the northeast.

14 SEPTEMBER 1944

0800 Position

10° - 56.2'N
126° - 45.3'E

1200 Position

10° - 31.7'N
126° - 48.7'E

2000 Position

9° - 45.1'N
127° - 22.4'E

Steaming as before in cruising disposition 5 Roger. From 0523 to 0623 stood to General Quarters stations. Continued air strikes on Central Philippines throughout the day, maneuvering

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as required by flight operations. At 0900 pursuant to instructions of O.T.C., launched two aircraft on rescue mission. At 1305 sighted portion of Central Philippine Islands bearing 270°(T). At 1350 recovered both planes by Charlie Method. Rescue mission was completed successfully, Lt. G.A. ROBINSON rescuing HATHAWAY, F.R., AOM2c, attached to V.T. 16, aboard U.S.S. WASP, from the water about 8 miles north east of Dumaguette, P.I. 1445 U.S.S. CALLAHAN alongside to transfer rescued man to U.S.S. WASP. At 1620 changed fleet axis to 220°(T), speed 25 knots. 1834 Changed course to 110°(T), speed 18 knots; began retiring to fueling area.

15 SEPTEMBER 1944

0800 Position

08° - 21.3'N
130° 037.2'E

1200 Position

07° - 54.4'N
131° - 17.9'E

2000 Position

06° - 59.2'N
132° - 29.8'E

Steaming as before. Conducted tactical exercises throughout the day, conforming in general to base course 110°(T). 1629 The U.S.S. THE SULLIVANS alongside to fuel. At 2100 changed course to 180°(T), speed 18 knots.

16 SEPTEMBER 1944

0800 Position

05° - 34.6'N
134° - 20.9'E

1200 Position

05° - 21.3'N
133° - 30.8'E

2000 Position

05° - 15.8'N
132° - 47.3'E

Steaming as before in company with Task Group 38.3 on fleet course 180°(T), axis 220°(T), at 18 knots, in cruising disposition 5 Roger. Rendezvoused with Fueling Groups 30.8.2 and 30.8.4. At 0712 formed fueling disposition 1 Fox, U.S.S. NECHES formation guide. At 0836 catapulted one plane for ASP; recovering by the Dog Method at 1122. Came alongside U.S.S. NECHES and at 1116 commenced receiving fuel. Fueling completed at 1337; received 530,331 gallons fuel oil. Zig-zagged independently while other units fueled. At 1420 U.S.S. LONGSHAW alongside to deliver official mail. 1538 U.S.S. GATLING alongside to deliver U.S. Mail. Formed cruising disposition 5 Roger on axis 245°(T), course 243°(T) at 10 knots. At 1645 increased speed to 16 knots, and maneuvered as directed by O.T.C. conforming in general to course 340°(T).

17 SEPTEMBER 1944

0800 Position

07° - 39.9'N
132° - 51.2'E

1200 Position

07° - 42.5'N
133° - 28.8'E

2000 Position

07° - 09.9'N
133° - 16.0'E

Steaming in company with Task Group 38.3 in cruising disposition

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5 Roger, on fleet axis 245°(T), fleet course 340°(T) at 16 knots. At 0610 increased speed to 18 knots. Maneuvered as directed by O.T.C., zig-zagging in accordance with Plan 6. At 1845 changed course to 270°(T).

18 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
07° - 26.9'N 133° - 08.1'E	07° - 31.3'N 133° - 30.0'E	09° - 37.5'N 133° - 33.9'E

Steaming as before. Maneuvered as required by carrier flight operations, conforming in general to course 110°(T) prior to noon and to course 000°(T) after noon. 0658 U.S.S. FRITCHETT alongside to transfer man for medical treatment.

19 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
11° - 53.9'N 133° - 19.1'E	11° - 28.0'N 132° - 45.0'E	10° - 41.6'N 131° - 14.1'E

Steaming as before. At dawn rendezvous with Fueling Groups 30.8.2 and 30.8.11 at 12° - 00'N, 133° - 30'E. At 0628 formed cruising disposition modified 5 Roger for fueling. Guide is U.S.S. NANTAMALA; course and axis 240°(T), speed 10 knots. Zig-zagged independently on station. At 0827 launched one plane for ASP; at 1128 launched a second aircraft for ASP; and at 1145 recovered the first plane by the Charlie Method. At 1021 U.S.S. CALLAHAN alongside to deliver official mail. At 1410 went alongside U.S.S. TAPPAHANNOCK for fueling. Operation completed at 1506; received 3,769 barrels fuel oil. At 1439 recovered one plane by the Dog Method. Resumed zig-zagging independently on station while other units fueled. At 1829 speed increased to 18 knots, formed cruising disposition 5 Roger, and at 1945 changed base course to 340°(T).

20 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
14° - 11.1'N 130° - 03.1'E	14° - 11.4'N 128° - 54.0'E	14° - 25.1'N 126° - 24.2'E

Steaming as before. At 0120 received weak radar surface contact, bearing 310°(T), 20,500 yards. Set Material Condition "Zebra" below the second deck; contact disappeared from screen and at 0210 set Material Condition "Yoke". At 0510 stood to General Quarters stations; secured at 0610. At 0845 changed course to 260°(T). At 0930 increased speed to 22 knots and began approach for air strikes on Northern Luzon, Manila Bay areas of the Philippine

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By: JAG-RNA, Date: 1/16

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By: DKA/THU, Date: 12/14/04**SECRET**WAR DIARY

Islands. Zig-zagged as directed by O.T.C. At 1400 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. The events of the last week have now become history. Admiral Nimitz's forces driving across the Central Pacific and General MacArthur's advance through the Southwest Pacific are now strategically concentrated. General MacArthur has occupied Morotai, which cuts off Halmahera. Admiral Nimitz is occupying small islands in Palau, where airfields can be built to dominate the large island, Babelthuap. On both Halmahera and Babelthuap the Japs have large garrisons. These garrisons, deprived of air support, and with their sea communications cut, would be rendered impotent, and we can ignore them for the present.

Our eyes, therefore, return to the Philippines. During five days' strikes during the last ten days, all of the Islands of the Philippines have been heavily struck, except one. The strikes against the central and southern Philippines were a part of the campaigns to seize Morotai and Palau. There remains still effective in the Philippines the strongest and most important island of the whole group. That island is Luzon, the northernmost. It is at once the most populous, the most powerful and strategically, the most important of all the group. It contains the important harbor of Manila Bay. Around Manila are a great number of airfields, some of them containing as many as eight flying strips. This concentration of power is the objective of our present strike. Tomorrow morning at dawn, the full striking power of these three groups of Task Force 38 will be concentrated on the Manila Bay district. The purpose is, of course, to destroy first, the air power, then the shipping in the port, then the port installations. If the Japs have not become too alarmed at our activities in this vicinity, there should be a good bag of ships in the harbor. We can hope that the Japs have underestimated our sea-keeping ability and believe we have retired to our base. If that be true, we can surprise them again as we have done before.

It is entirely possible that they may become aware of our approach. If they do, we can expect some interruptions tonight. If not, we can still expect to have to fight off attacks tomorrow. It is too much for us to expect to reach a distance from which we can strike Manila without being subjected to counter-attacks from such strongly held positions as Luzon. If we are counter-attacked, this task force and the MASSACHUSETTS will know how to deal with them. I wish I could tell you we might encounter surface forces but I believe we will not. The time does not appear suitable for them to risk their fleet.

It is probable that the strike will continue for two days. If this strike is as effective as the previous ones, the Philippines will be eliminated as an effective Japanese stronghold. In two days we will know the answer."

At 1610 fleet axis was rotated to 050°(T). Fleet course changed to 310°(T) at 1700. At 1845 stood to Air Attack stations; secured at 1940. At 1900 changed course to 270°(T), and at 2308 changed course to

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1800(T). 2400 changed course to 270°(T).

21 SEPTEMBER 1944

0800 Position15° - 35.1' N
123° - 38.1' E1200 Position15° - 48.9' N
123° - 51.8' E2000 Position16° - 10.0' N
123° - 24.3' E

Steaming as before. At 0542 stood to General Quarters stations. At dawn carriers began launching fighter sweeps and air strikes on Japanese airfields, shipping and shore installations in various areas of Northern Luzon, P.I., particularly around Manila Bay. Strikes continued throughout the day, with ships maneuvering as required by flight operations. At 0703 secured from General Quarters. Stood to Air Attack stations at 1845; secured at 1944. At sunset began retiring from immediate operating area on course 110°(T).

22 SEPTEMBER 1944

0800 Position15° - 39.7' N
123° - 00.8' E1200 Position15° - 43.0' N
122° - 58.0' E2000 Position14° - 34.1' N
125° - 18.3' E

Steaming as before. At 0045 changed course to 230°(T) and at 0230 changed course to 300°(T); began approach for continued air strikes against targets in Northern Luzon areas. At 0530 stood to General Quarters stations; secured at 0648. Rain squalls and poor visibility made necessary an hours delay in launching air strikes. Flying conditions were poor throughout the morning, and at 1120 the task force began retiring on course 110°(T), at 21 knots.

23 SEPTEMBER 1944

0800 Position12° - 13.8' N
129° - 12.8' E1200 Position11° - 20.2' N
130° - 21.3' E2000 Position11° - 32.6' N
128° - 39.6' E

Steaming as before in company with Task Group 38.3 and other Task Groups of Task Force 38, enroute to fueling rendezvous with Task Units 30.8.3, 30.8.5, 30.8.7 and 30.8.12 at 11° - 15' N, 130° 20' E. At 0516 stood to General Quarters stations; secured at 0616. At 1200 rendezvoused with Fueling Group; changed course and axis to 280°(T). Decreased speed to 14 knots and commenced zig-zagging independently on station. At 1540 reduced speed to 12 knots, came alongside U.S.S. MONONGAMELA and at 1605 commenced receiving fuel. Fueling completed at 1741; received 7,719 barrels of fuel oil. At 1958 formed cruising disposition 5 Roger, on course and axis 280°(T). Speed increased to 21 knots at 2000; course changed to 305°(T).

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 BY: JAX/BRDA, DND, 2/84

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24 SEPTEMBER 1944

0800 Position

12° - 56.4' N
126° - 03.7' E

1200 Position

12° - 52.5' N
125° - 55.5' E

2000 Position

12° - 23.1' N
126° - 40.6' E

Steaming as before, approaching Central Phillipines area for air strikes on the islands of Cebu, Leyte, Negros and surrounding area. At 0449 decreased speed to 18 knots. At 0527 Stood to General Quarters stations; secured at 0627. Carriers launched fighter sweeps and air strikes against targets in the area indicated above; the strikes continuing throughout the day. Units of various Task Groups maneuvered as required by flight operations. At 1258 launched two aircraft for seaplane rescue mission. U.S.S. CASSIN YOUNG alongside at 1500 for transfer of personnel. At 1745 U.S.S. CASSIN YOUNG alongside to deliver official mail. At 1811 recovered aircraft by the Dog Method. Rescue mission completed successfully, Lt. G.A. ROBINSON returning with Ens. O.W. SCOTT, who is attached to the U.S.S. PRINCETON. U.S.S. KNAPP alongside at 1838 to transfer Ens. SCOTT to the U.S.S. PRINCETON. Stood to Air Attack stations at 1840, secured at 1931. At 1843, pursuant to ComThirdFleet 230347, MASSACHUSETTS, ALABAMA, WASHINGTON and DesDiv 99, U.S.S. HEALEY joined Task Group 38.2, under orders to proceed to Saipan Island, Mariannas Group. Formed cruising disposition 5 Roger on fleet axis 080°(T), fleet course 077°(T), at 15 knots. Guide in U.S.S. NEW JERSEY; O.T.C. and ComTask Group 38.2 is Rear Admiral Bogan in U.S.S. BUNKER HILL.

25 SEPTEMBER 1944

0800 Position

13° - 16.3' N
130° - 37.7' E

1200 Position

13° - 34.8' N
131° - 45.8' E

2000 Position

13° - 35.7' N
133° - 57.6' E

Steaming as before in company with Task Group 38.2 in cruising disposition 5 Roger on fleet course 077°(T), fleet axis 080°(T) at 20 knots. At 0512 stood to General Quarters stations; secured at 0612. At 0800 formed Task Force 34, and became unit of Task Group 34.1, Vice Admiral W.A. LEE, in U.S.S. WASHINGTON commanding. Formed cruising disposition 4 Nan, fleet course and axis 090°(T), at 15 knots. Conducted gunnery and tactical exercises throughout the day, zig-zagging as directed by O.T.C. Ammunition expended: 24 rounds - 5"/38 Cal, Mk. 32 projectiles; 24 - Charges, 5"/38 Cal., SPD 1. At 1647 U.S.S. MARSHALL alongside to fuel. Operation completed at 1743. U.S.S. MARSHALL having received 51,750 gallons fuel oil. At 2115 changed speed to 18 knots. 2329 U.S.S. COTTON reported sound contact bearing 078°(T), 1000 yards. 2330 Emergency ships left to course 015°(T). Material Condition "Zebra" set below second deck. At 2335 contact reported as non-metallic. Changed course to 085°(T) at 2340.

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26 SEPTEMBER 1944

0800 Position13° - 54.1' N
137° - 20.1' E1200 Position14° - 23.0' N
138° - 14.4' E2000 Position14° - 40.6' N
139° - 23.6' E

Steaming as before in company with Task Group 34.1 in cruising disposition 4 Sugar. Formation axis 070°(T), fleet course 085°(T), fleet speed 18 knots; enroute to Saipan. Conducted tactical and gunnery exercises throughout the day. Ammunition expended: 41 rounds - 5"/38 Cal., Mk. 18, Mod. 2 projectiles; 66 Charges Smokeless powder, 5"/38 Cal., SPDN. During maneuvers, conformed in general to base course 070°(T). At 1559 formed cruising disposition 4 Sugar, on fleet course and axis 090°(T), at 12 knots. At 1620 U.S.S. TINGEY alongside to fuel; fueling completed at 1734, U.S.S. TINGEY having received 68,325 gallons fuel oil.

27 SEPTEMBER 1944

0800 Position14° - 25.0' N
141° - 36.3' E1200 Position14° - 23.4' N
142° - 30.0' E2000 Position15° - 05' N
143° - 43.1' E

Steaming as before in company with Task Group 34.1 on various courses and speeds to effect rendezvous with Task Unit 30.8.11 for fueling. At 0505 U.S.S. IOWA and U.S.S. NEW JERSEY left the formation, with escorts to fuel. Remaining units adjusted stations in formation. At 0700 U.S.S. WASHINGTON and CruDiv 14 left the formation to fuel. Fueling course and axis 090°(T). At 1050 came along port side U.S.S. ENOREE, and at 1116 began receiving fuel. Completed fueling at 1406 having received 614,685 gallons fuel oil. Conducted gunnery exercises during the afternoon; ammunition expended: 20MM - 416 rounds, HET; 139 rounds, HEI; 40MM - 622 rounds, HET. At 1553 formed cruising disposition 4 Sugar on fleet course and axis 090°(T), at 15 knots. At 1626 course changed to 030°(T). Began zig-zagging as directed by O.T.C. At 2300 changed course to 100°(T)

28 SEPTEMBER 1944

Steaming as before in company with Task Group 34.1 enroute Saipan. At 0427 sighted Saipan Island bearing 130°(T). Fleet axis rotated to 130°(T) at 0431, and at 0448 changed course to 145°(T). At 0455 formed cruising disposition 4 Nan. Steamed on various courses and at speeds as directed by O.T.C. and Division Commander, and at 0628 anchored in roads off Saipan Harbor, Saipan Island, Marianas Group, in Berth K 108 in 17 fathoms of water with 90 fathoms of the port anchor chain in use. Anchorage bearings: Ships Head, 161°(T); Black stack, 135°(T); Left tangent Tinian,

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172.6°(T); Left tangent Saipan, 102.2°(T). At 0634 set the Port War Watch, began normal port routine. At 1134 U.S.S. THE SULLIVANS tied up alongside for repairs. At 1616 completed pumping 1600 gallons diesel oil to U.S.S. THE SULLIVANS. U.S.S. IOWA radar guard ship reported an unidentified plane bearing 274°(T), range 56 miles at 1730. Material Condition "Zebra" set below the second deck, and the ship darkened. At 1750 stood to Air Attack stations, Material Condition "Zebra" set throughout the ship. Unidentified plane identified as friendly at 1803, and at 1804 secured from Air Attack, set the Port War Watch. Unless indicated otherwise Material Condition "Yoke" is set during darkness, and Material Condition "X-ray" during daylight, while ship is in port.

29 SEPTEMBER 1944

2000 Position

15° - 20.5' N
145° - 08.0' E

Anchored as before. At 0910 began pumping 6,000 gallons fresh water to U.S.S. THE SULLIVANS. At 1120 U.S.S. SULLIVANS underway and cleared the port side. Ammunition lighter alongside from 1425 to 1515. At 1600 stationed special sea details; made all preparations for getting underway, pursuant to ComThirdFleet's 281255, directing Task Force 34 plus one CVL and two destroyers and Task Group 38.2 to depart Saipan and proceed to Ulithi. Underway at 1659, maneuvering on various courses and at various speeds while forming cruising disposition 4 Sugar. From 1710 to 1724 stood to Air Attack stations. Fleet course and axis 270°(T), fleet speed 15 knots. Zig-zagging as directed by O.T.C., and at 2130 changed course and axis to 225°(T).

30 SEPTEMBER 1944

0800 Position

14° - 01.2' N
143° - 35.7' E

1200 Position

13° - 03.5' N
141° - 53.6' E

2000 Position

11° - 58.3' N
140° - 59.4' E

Steaming as before in company with Task Group 34.1 in cruising formation 4 Sugar, on fleet course and axis 225°(T) at 17 knots. The ship is darkened from sunset to sunrise and is in Condition of Readiness II; Engineering Condition 33, Aircraft Condition 8, Condition of Radar Silence 5 are set. While underway, unless otherwise indicated, Material Condition "Yoke" is set during darkness, and Material Condition Yoke below second deck, Material Condition "X-ray" above, during daylight. At 0232 U.S.S. MILLER reported sound contact, bearing 280°(T), distance 10,000 yards. Emergency turn left to course 115°(T) executed at 0236. Sound contact lost by U.S.S. MILLER at 0240. At 0244 changed course to 225°(T), and commenced zig-zagging as directed

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by O.T.C. Conducted tactical and gunnery exercises throughout the day. Stead to Air Attack stations from 0836 to 1035 during course of simulated Air Attack by friendly planes. Exercise continued during afternoon. Stead to Air Attack stations from 1205 to 1344. At 1344 formed cruising disposition 4 Sugar on fleet course and axis 2250(T) at 15 knots. Course and axis changed to 210°(T) at 1450, and course changed to 180°(T) at 1503. At 1800 course changed to 270°(T), and at 2308 to 180°(T).

SUBMITTED:

P.S. Savidge Jr.
P.S. SAVIDGE, Jr.,
Lt. Comdr., U.S. Navy,
Navigator.

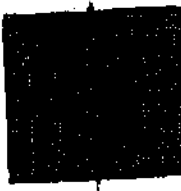
APPROVED:

W.W. Warlick
W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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By *IA* *1/16*
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NAVY DEPARTMENT

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12-3-44

(Date)

Ref: (a) Art 76(5) (a), (b), U.S.N. .
Regs.

The classification of the corres-
pondence indicated below has been

changed from **SECRET**

to **CONFIDENTIAL**

U.S.S. MASSACHUSETTS ltr.

File BB59/A12-1/A16-3,

dtd. 11-1-44, War Diary for
October, 1944.

D. Thorne
D. L. THORNE
By direction

File No.
BB59/ A12-1/A16-3

60/ff

CONFIDENTIAL U.S.S. MASSACHUSETTS

WAR DIARY

11

1 OCTOBER 1944

Steaming enroute from Saipan, Marianas Islands, to Ulithi Atoll, Caroline Group in company with Task Group 34, organized as follows:

Task Force 34 (Vice Admiral W.A. LEE)
Task Group 34.1 Battle Line (Vice Admiral Lee)
BatDiv 7 (Rear Admiral Hustvedt)
IOWA (F)
NEW JERSEY (FF)
BatDiv 9
ALABAMA (F)
MASSACHUSETTS
WASHINGTON

(Admiral W.A. LEE is in the U.S.S. NEW JERSEY as Commander Third Fleet, in temporary absence of Admiral W.F. HALSEY, and as Commander Task Force 34, and Commander Battleships Pacific.)

Task Group 34.2 Right Flank (Rear Admiral Whiting)
CruDiv 14
VINCENNES (F)
HOUSTON
MIAMI
DesDiv 104

Also present are INDEPENDENCE and escorts, acting as Task Group 34.9

Current movements is pursuant to instructions in dispatch of ComThird Fleet to ComTask Group 38.2 and ComTask Force 34, dated 28 September 1944, directing Task Force 34 with one light carrier and escorts and Task Group 38.3 to sail from Saipan on 29 September at 1730 and to proceed to Ulithi by a designated route arriving at 0600, 1 October 1944 (All times Item). Precautions are being taken to avoid visual sighting from Rota Island. Tactical and Gunnery exercises are being conducted while enroute. The Task Force is steaming in cruising disposition 4 Sugar, fleet course 180°(T); fleet axis, 210°(T). Standard speed is 15 knots, steaming at 18 knots. Basically, the ship is in Condition III during daylight and Condition II during darkness; zig-zagging is in accordance with O.T.C.

96657 **FILMED**

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Date: 19-1-2004

1944 DEC 7 8 13
COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

Completed

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By: JTA-HDA, Date: 1/14/04

instructions. O.T.C. is Vice Admiral W.A. LEE in U.S.S. NEW JERSEY.

At 0028 changed fleet course to 210°(T), and at 0355 changed fleet course to 030°(T). Cruising disposition 4 Nan formed at 0420; fleet guide, U.S.S. IOWA; division guide U.S.S. ALABAMA. At 0430 stood to General Quarters stations; secured at 0530. Sighted Ulithi Atoll and followed movements of Division Guide in entering port. At 0708 anchored in Berth 16, in 18 fathoms of water.

Set the Port War Watch and began following normal port routine. Ship is on four hours notice for getting underway. At 1315 U.S.S. WOODWORTH alongside to fuel; 1449 U.S.S. WOODWORTH cleared side after receiving 75,775 gallons of fuel oil. U.S.S. MONTGOMERY alongside at 1730 to deliver injured personnel.

2 OCTOBER 1944

At 0643 U.S.S. HEALY alongside to transfer to this ship, ComBatDiv EIGHT (Rear Admiral G.B. DAVIS) and members of his staff. ComBatDiv EIGHT came aboard and hoisted his flag.

Task Force 34 organization modified to the following:

Task Force 34 (Vice Admiral W.A. LEE)

Task Group 34.1 Battleline (Vice Admiral W.A. LEE)

BatDiv 7 (Rear Admiral HUSTVEDT)

IOWA (F)

NEW JERSEY (FFF)

BatDiv 8

MASSACHUSETTS (F)

WASHINGTON (FF)

BatDiv 9 (Rear Admiral HANSON)

SOUTH DAKOTA (F)

ALABAMA

Admiral W.F. HALSEY, ComThird Fleet, present in NEW JERSEY: Vice Admiral W.A. LEE, ComBatPac present in WASHINGTON.

At 1055 received signal "Flash Red" from SOPA. Manned Air Attack Stations; set Material Condition "Zebra". Signal "Flash White" received from SOPA at 1100; secured from Air Attack stations, resumed Condition III.

At 1155 U.S.S. BRONSON alongside to fuel. Operation completed at 1440, U.S.S. BRONSON having received 51,600 gallons of fuel oil. During forenoon conducted diving operations to inspect screws, shafts and rudders. U.S.S. ALDEBARAN received along port side for stores and provisions at 1327. U.S.S. DORTCH alongside to fuel at 1521; operation completed at 1613. Diving operations continued during afternoon. At 1658 U.S.S. ALDEBARAN underway from port side, and at 1740 U.S.S. CIMARRON alongside to fuel U.S.S. MASSACHUSETTS.

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Weather conditions deteriorated during the day. The sky was overcast, ceiling low, squalls frequent. Barometer dropped from 29.71 at 1200 to 29.67 at 1800, and the force of the wind increased from force 3 at 1200 to force 5 at 1900. All data indicated a tropical disturbance of some intensity passing to northward. The ship was made secure for heavy weather, and preparations were made for getting underway on one hours' notice. At 1941 fueling operations completed; received 350,737 gallons fuel oil at 60°F and 6,979 gallons diesel oil at 85°F.

3 OCTOBER 1944

1200 Position
09° - 18.3' N
140° - 10.4' E

2000 Position
08° - 44.3' N
141° - 25.3' E

Pursuant to orders by radio from O.T.C. preparations were made to get underway at 0730 and sortie in company with Task Force 34. Weather conditions remained bad due to the tropical disturbance to the north. At 0605 U.S.S. CIMARRON underway from port side. Underway at 0723. During the run down the channel inside the Atoll two Mark 8 Radars were kept on designated targets and ranges taken with them checked with the position of the ship as determined by visual bearings. As the ship neared the entrance channel the weather closed in, making impossible the taking of any bearings visually. Radar ranges were plotted continuously, and these, together with dead reckoning, furnished what proved to be an accurate plot of the ship's track through the narrow channel.

At 0906 changed speed to 14 knots; formed cruising disposition 4 Nan on fleet course and axis 150°(T). Cruising disposition 4 Sugar formed at 0955 on fleet course and axis 140°(T) at 15 knots. Course changed to 120°(T) at 1352. Fleet course and axis changed to 060°(T) at 1830, and at 1902 changed course to 000°(T). Axis changed to 000° at 1913. At 2156 course changed to 290°(T).

The storm abated somewhat during the day, the barometer rising from 29.66 at 0100 to 29.76 at 2400, and the force of the wind declining from force 7 to force 5 in the same period.

4 OCTOBER 1944

0800 Position
09° - 55.4' N
139° - 27.1' E

Steaming as before in company with Task Force 34. Maneuvered as directed by O.T.C., preparing to reenter Ulithi Atoll. At 0725 formed cruising disposition 4 Nan. At 0847 entered Ulithi Atoll by Mugai Channel and proceeded to Berth 21, anchoring at 0934, in 24 fathoms of water with 120 fathoms of the port chain. Set the the Port War Watch and resumed normal port routine as permitted by Condition of Readiness for getting underway (4 hours).

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~~SECRET~~WAR DIARY

5 OCTOBER 1944

Routine flight operations conducted. During forenoon conducted shallow water diving operations to free the screws of LCT 670, tied up astern, of an 8" manila line. At 0941 U.S.S. WEDDERBURN alongside to provision.

6 OCTOBER 1944

2000 Position
 09° - 40.3' N
 139° - 26.3' E

Launched planes for anti-submarine patrol during morning. U.S.S. LAWS alongside at 0814 for minor repairs, stores and fueling.

Pursuant to ComThird Fleet dispatch of 6 October 1944, Task Force 34 was dissolved at 1200, and units of Task Force 34 joined Groups of Task Force 38 to which they had previously been assigned. Task Groups 38.2 and 38.3 are present. Organization is as follows:

Task Force 38 (Vice Admiral M.A. MITSCHER)
Task Group 38.2 (Rear Admiral C.F. BOGAN)

INTREPID (F)
 BUNKER HILL
 CABOT
 INDEPENDENCE
 HANCOCK

BatDiv 7 (Rear Admiral BADGER)
 IOWA (F)
 NEW JERSEY (FF)

CruDiv 4 (Rear Admiral WHITTING)
 VINCENNES (F)
 HOUSTON
 MIAMI

CruDiv 11
 SAN DIEGO (F)
 OAKLAND

Desron 52 and 53

Task Group 38.3 (Rear Admiral F.C. SHERMAN)

ESSEX (F)
 LEXINGTON (FF)
 LANGLEY
 PRINCETON

BatDiv 8 (Rear Admiral DAVIS)
 MASSACHUSETTS (F)
 WASHINGTON (F of ComBatPac)

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BatDiv 9 (Rear Admiral HANSON)
SOUTH DAKOTA (F)
ALABAMA
CruDiv 13 (Rear Admiral DuBose)
SANTA FE (F)
BIRMINGHAM
MOBILE
Desron 50, 55

Admiral W.F. HALSEY, COMMANDER THIRD FLEET, present in NEW JERSEY; Admiral W.A. LEE, ComBatPac, present in WASHINGTON.

Pursuant to instructions contained in ComFirstCarTaskForPac operation order No. 11-44 and in dispatch of ComTask Group 38.3 made preparation to get underway and carry out operations in connection with landings by Southwest Pacific Forces in Leyte Gulf, Philippine Islands. Underway at 1643; sortied. At 1820 formed cruising disposition 5 "Roger", axis 090°(T), as a unit of Task Group 38.3; and at 2000 rendezvoused with Task Group 38.2 at 09°-40' N, 139°-20' E, forming cruising disposition 3 William with axis 060°(T); fleet course 335°(T), at 18 knots, all as directed by ComTaskFor 38 by despatch to ComTask Group 38.2 and ComTask Group 38.3. U.S.S. RENO and U.S.S. BIRMINGHAM did not sortie, remaining in the harbor to complete provisioning.

Fleet course changed to 350°(T); speed reduced to 18 knots. Enroute to rendezvous with Task Groups 38.1 and 38.4 at 15°-30' N, 138°-00' E, as directed by ComFirstCarTaskForPac operation order 11-44.

Basically, the ship is in Condition II during darkness and Condition III during daylight.

7 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
12°-37.8' N 138°-41.2' E	13°-46.2' N 138°-28.9' E	15°-55.1' N 138°-25.3' E

Maneuvered as necessary to launch carrier aircraft for C.A.P. and A.S.P. U.S.S. LONGSHAW reported steering casualty at 0906, indicating however, that she would stay clear of formation; at 0910 U.S.S. LONGSHAW regained steering control and resumed station. Stood to General Quarters Stations for drill during forenoon.

Fleet course changed to 015°(T) at 1700; speed changed to 17 knots. Rendezvoused with Task Groups 38.1 and 38.4 as scheduled. Formed cruising disposition 3 William on fleet axis 060°(T).

Steaming enroute to fueling rendezvous at 19°-00' N, 139°-00' E.

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8 OCTOBER 1944

0800 Position18°-23.9' N
138°-38.3' E1200 Position18°-15.7' N
138°-02.1' E2000 Position18°-04.5' N
136°-43.4' E

At dawn met units of Fueling Group 30.8, formed cruising disposition modified 5 Roger, fleet course and axis 260°(T), speed 10 knots. During forenoon received U.S.S. GATLING and U.S.S. INGERSOLL alongside to fuel. At 1120 U.S.S. RENO and U.S.S. BIRMINGHAM joined Task Group 38.3. Alongside U.S.S. CACHE to fuel at 1322; operation completed at 1710, this ship receiving 247,083 gallons fuel oil. During operation, U.S.S. FRITCHETT came alongside to transfer U.S. and official mail. Cruising disposition 5 Roger formed at 2000; fleet axis 260°(T), fleet course 295°(T), at 18 knots.

9 OCTOBER 1944

0800 Position19°-49.2' N
134°-44.3' E1200 Position21°-03.9' N
134°-59.7' E2000 Position22°-28.4' N
134°-44.1' E

Steaming as before, enroute to support carrier air strikes against Japanese shipping and facilities in the area of Okinawa Jima in the Nansei Shoto Group. Fleet course changed to 0100°(T) at 0400. Stood to General Quarters Stations from 0437 to 0557. Formation axis rotated to 0300°(T) at 1043. U.S. Mail was delivered to this ship by the U.S.S. COGSWELL, which came alongside at 1121. Fleet course changed to 3000°(T) at noon, and speed increased to 23 knots; began approach to position from which dawn strikes will be launched. At 2100 increased speed to 25 knots.

At 1400, the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. Tonight we are on our way to open the action of a vast new operation in the Western Pacific. The early date of this operation following the landings in Palau is the result of our remarkable success in the strikes on the Phillipines.

This new operation, as usual, will lead to a landing. When and where, I cannot tell you until later. It is enough for us to know that Task Force 38 leads off, as usual, with a damaging blow to some important enemy position. The purpose of this blow is to weaken the enemy's ability to counter the landings when they come.

Task Force 38 has all four groups in this operation, and is therefore one-third stronger than it was when it hit the Phillipines.

Our objective tomorrow is Okinawa. Okinawa, unlike the islands we have attacked before, is not conquered or mandated

SECRETWAR DIARY

territory. It is one of the home islands, about 300 miles south of Japan proper. It is about 10 times as big as Saipan and has several good harbors. Its strategic importance lies in the fact that it is a staging point for aircraft flown from Japan proper, southward to Formosa, thence to the Philippines and the Indies. It is obvious, therefore, that to wreck its air facilities will cut off the flow of reinforcing aircraft from the southern area.

At present there is no reason to believe that we have been discovered. If this be true, we can expect to make another of those surprise attacks, for which Task Force 38 has now become renowned. It goes without saying that we must be prepared for air attack and possibly surface action.

As successive phases of this operation develop, I will give you more information. In the meantime, it will be interesting for you to know that tomorrow morning you will be only 400 miles from Kyushu, the southern island of Japan proper."

10 OCTOBER 1944

0800 Position

24°-33.9' N
129°-02.3' E

1200 Position

25°-03.7' N
129°-33.3' E

2000 Position

24°-29.4' N
129°-22.8' E

At 0518 stood to General Quarters Stations, and shortly thereafter the carriers began launching planes for fighter sweeps and air strikes against Japanese airfields, shore installations and shipping in the area of the Island of Okinawa Jima. Tactical surprise was achieved, and as there were no indications of an enemy attack on our surface forces, secured from General Quarters Stations at 0850. At 0955 our carrier planes, reported two enemy supply ships, already damaged by bombing, about 40 miles to the west of our force. The U.S.S. MOBILE, U.S.S. COTTEN, and U.S.S. GATLING were ordered to leave the formation and attack the enemy vessels. However, by the time our ships reached the scene of action, the enemy ships had been sunk by planes.

Air strikes continued through the day. At 1548 changed fleet course to 220°(T) and began retiring southeastward to fueling rendezvous with units of Task Group 30.8 at 20°-00' N, 128°-00' E. Stood to Air Attack Stations at 1752; secured at 1948.

11 OCTOBER 1944

0800 Position

19°-53.8' N
127°-58.5' E

1200 Position

19°-48.0' N
127°-07.4' E

2000 Position

19°-57.3' N
125°-18.3' E

Stood to General Quarters Stations at 0518, secured at 0618. At 0735 joined Task Group 30.8, forming cruising disposition 5 "Roger", modified for purposes of fueling. Fleet course changed

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SECRETWAR DIARY

to 260°(T), speed reduced to 12 knots. Formation axis is 0800(T). U.S.S. LAWS came alongside to fuel at 0759. Completed fueling USS LAWS at 0915, having discharged 74,530 gallons fuel oil. Launched and recovered one aircraft for Anti-submarine patrol. U.S.S. HEALY alongside to fuel at 1000; operation completed at 1106, USS HEALY having received 79,030 gallons fuel oil. U.S.S. COGSWELL alongside at 1429 to transfer U.S. and official mail. At 1453 came along port side of U.S.S. GUADALUPE and began receiving fuel. Fueling completed at 1505, this ship having received 458,041 gallons of fuel oil.

Fueling operations completed. At 1818 increased speed to 24 knots and at 1900 changed fleet course to 3200(T). In accordance with ComFirstCarTaskForPac Operation Order 11-44, began approach to position from which Air Strikes are to be launched against installations on the Island of Formosa and Japanese shipping in adjacent waters.

Stood to Air Attack Stations at 1830; secured at 1912. The Task Force is evidently being followed by Japanese planes as several unidentified aircraft were reported in the area.

At 1400 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. Tonight we start the run-in for the second phase of our operation. Today we have been fueling in waters that a few weeks ago were strongly held by the enemy. We are 400 miles from Okinawa, 400 miles from Formosa, and 250 miles from Luzon. Our boldness in bringing tankers into such an area must be galling to the Japanese. The Japs are making strong efforts to keep track of us, but not to attack us. They tracked us during last night and today they have had us under observation. Two of the tracking planes were shot down. The Japanese are very anxious to know where we are going next. We are trying to prevent them from discovering. During the day we have been heading towards the Philippines, and two task groups made a fighter sweep over northern Luzon, with fairly good results. At dark tonight we will be heading toward Luzon at 24 knots. As soon as it is completely dark, we will change course 90° right for our new objective - Formosa. As everyone knows, Formosa is one of the strongest Jap positions outside the home islands. It is our purpose to work over this strongly held position for two days, and then to retire for fueling.

I anticipate that we will be discovered during the night and tracked. It appears too much to expect that we can surprise Formosa tomorrow. However, we can deal with whatever the enemy chooses to send against us.

Our position tomorrow morning will be about 100 miles from Formosa and 250 miles from the China coast."

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WAR DIARY

12 OCTOBER 1944

0800 Position

22°-34.2' N
122°-29.4' E

1200 Position

22°-47.3' N
122°-57.5' E

2000 Position

220-50.0' N
1230-09.3' E

Approaching strike position, about 120-20' N, 1220-40' E, from which point the carriers will launch air strikes against airfields, shore installations and industrial targets on the island of Formosa. Stood to General Quarters Stations for dawn alert at 0554. Several unidentified planes were reported closing the Task Group, and at 0545 various ships commenced firing upon enemy aircraft. Firing continued intermittently until dawn, but the enemy did not press the attack. At sunrise our carriers began launching fighter sweeps and air strikes which continued throughout the day. Enemy planes were reported in the vicinity of the formation from time to time during the day, but none came close enough to be fired upon by our surface craft. However, our Combat Air Patrol destroyed several enemy planes before they could close the Task Group.

At sunset stood to Air Attack Stations. A group of enemy planes was reported closing the Task Force. Task Group 38.2 opened fire and shot down three enemy planes in flames within the space of about five minutes. A few planes approached this Task Group and several ships including the MASSACHUSETTS opened fire. The planes were driven off, but it is not thought that any were destroyed at this time. Various groups of planes continued to close the Task Force and a number of flares were dropped by enemy planes. From time to time the other Task Groups were observed firing and at 2122 this ship commenced firing again with 5" and machine gun batteries. Again the planes were driven off without apparent damage to either planes or ships. All ships carried out emergency maneuvers as ordered by O.T.C. while enemy attacks were being made. In general however, a base course which will take the force a short distance northeastward for a night retirement is being followed. Strikes are to be continued tomorrow.

13 OCTOBER 1944

0800 Position

22°-44.4' N
122°-30.6' E

1200 Position

22°-59.0' N
122°-23.3' E

2000 Position

22°-39.9' N
122°-10.8' E

Continued emergency maneuvering while repelling air attacks. Secured from air attack stations at 0150. Stood to Air Attack Stations at 0544 for dawn alert.

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At dawn the carriers launched planes for continued strikes against Formosa. Throughout the day the Task Group maneuvered to conform to flight operations. At 1825 stood to Air Attack Stations for evening alert. A number of enemy planes were reported in the vicinity of the formation. Ships in Task Group 38.2 were observed firing at 1834, and an enemy plane was observed to crash in flames. At 1840 one of the fighters of our Combat Air Patrol shot down an enemy plane dead ahead. This ship began firing at 1842. At 1845 O.T.C. reported that the U.S.S. CANBERRA a unit of Task Group 38.1 had been torpedoed and was dead in the water, with her engine rooms flooded. The U.S.S. WICHITA was detailed to take the damaged vessel in tow. CruDiv 13 was detached from Task Group 38.3 and ordered to join Task Group 38.2 to replace CruDiv 14 which was standing by with the U.S.S. CANBERRA. DesDiv 100 was ordered to accompany CruDiv 13. At 1948 after all firing had ceased, speed was decreased from 24 knots to 20 knots. At 2117 secured from Air Attack and set Condition II.

No more strikes were scheduled by ComFirstCarTaskForPac Operation Order 11-44, but in view of the damage sustained by the USS CANBERRA ComThirdFleet ordered strong fighter sweeps launched against airfields on Formosa the following morning to afford more protection to the damaged cruiser and her escorts.

All groups retired eastward a short distance during the night to return in time to be in position to launch fighters at dawn.

14 OCTOBER 1944

0800 Position

22°-53.8' N
122°-56.9' E

1200 Position

23°-21.4' N
123°-32.2' E

2000 Position

22°-15.2' N
125°-05.8' E

Steaming in vicinity of strike position, prior to launching fighter sweeps over Formosa airfields.

Stood to Air Attack Stations at 0544, secured at 0848. Fighter sweeps continued through the morning, as heavy ships of the Task Group fueled destroyers. This ship fueled the U.S.S. COTTEN, LONGSHAW, GATLING and HEALY. During the morning, O.T.C. reported that the U.S.S. HOUSTON which had been protecting the U.S.S. CANBERRA had been torpedoed by a Japanese plane.

At 1135 after morning fighter sweeps had been completed, Task Groups 38.2 and 38.3 changed course to 135°(T), increased speed to 24 knots, and began retiring to a fueling rendezvous with units of Task Group 30.8 at approximately 18°-30'N, 128°-00'E. Task Group 38.1 remained in the vicinity of Task Group 30.5 to afford protection from further enemy air attacks.

During mid-afternoon, a small group of enemy aircraft attacked the Task Groups but were repulsed by our Combat Air Patrol and anti-aircraft fire without having inflicted any damage. At dusk another group of enemy planes attacked this Task Group, and succeeded-

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ed in breaking into the formation. One enemy torpedo plane, a "Jill" after launching a torpedo at the U.S.S. LANGLEY in an unsuccessful attack, approached this ship. The plane was taken under fire and was shot down in flames a short distance off our starboard bow. Shortly thereafter another plane of the same type approached this ship from the starboard quarter. It, too was shot down in flames by our machine gun battery. During the attack an enemy plane crashed into the fantail of the U.S.S. RENO, causing few casualties and minor damage. All attacks had ceased by 1830, although enemy planes remained in the vicinity of the formation until mid-night.

15 OCTOBER 1944

0800 Position

180-48.1' N
1280-14.7' E

1200 Position

180-05.3' N
1280-56.3' E

2000 Position

180-43.1' N
1300-06.3' E

Steaming as before, enroute to fueling rendezvous with Task Group 38.3 on course 1350(T) at 24 knots. 0522 Stood to General Quarters. 1111 Alongside U.S.S. KASKASKIA, one of eight tankers of Task Group 30.8. Received dispatch from Commander Task Group 38.3 about 1600 cancelling a strike against Luzon scheduled for tomorrow and ordering preparations made for a long range search and attack on Japanese fleet. Changed course to northward and began searches for Japanese fleet.

16 OCTOBER 1944

0800 Position

220-14.8' N
1270-52.9' E

1200 Position

220-23.5' N
1270-59.0' E

2000 Position

220-23.1' N
1289-17.2' E

Continuing search for enemy fleet. At 0525 stood to General Quarters Stations for dawn alert. At 0700 the carriers launched a series of searches to northward, extending to 225 miles. Results of these searches were negative. The Task Group was kept south of 230-00' N. At 1018 our lookouts reported a Japanese medium bomber, a "Nell" on the horizon. One of the destroyers on our screen opened fire, but failed to hit the plane which immediately began opening range.

An afternoon search was launched and at about 1600 a message was received from Task Group Commander 38 stating that one of our planes had contacted an enemy force of some size. Amplifying reports placed the force at 260-27' N, 1300-28' E and indicated that it probably consisted of one (1) CV, two (2) BBs, one (1) CA, two (2) CLs and eight (8) DDs on a course of 2500(T) at an estimated speed of 15 knots. Inasmuch as the force was too far away to reach with an attack, ComTask Force

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By: DA
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38 ordered the INDEPENDENCE to launch a night search and strike.

During the afternoon the U.S.S. DORTCH came alongside to transfer one of her men for medical treatment. Stood to Air Attack Stations at 1802 for dusk alert.

The night search of the INDEPENDENCE planes was negative, the enemy Task Force evidently having retired to the northward. Commander Third Fleet ordered the Task Force to proceed to a fueling rendezvous at 21°-00' N, 127°-00' E.

At 1720 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. My purpose this afternoon is to bring you up to date on our prospective operations.

Admiral Halsey has made a change in plans for our Task Force. This change has been brought about by the enemy's reaction to our sustained strikes on Formosa, or rather it has been brought about by the enemy's opinion of the effectiveness of his counter-attacks upon us.

You all are aware of the statements of damage to us which have been broadcast from Tokyo. Admiral Halsey has reason to believe that the enemy really thinks he has defeated us and may come out to try to mop up the remainder. Let's hope they do. We are prepared.

I have heard it asked how Admiral Halsey gets his information. It should be remembered that he is in radio communication with Admiral Nimitz, General MacArthur, and General Stilwell, all of whom have had time to establish the means of gaining intelligence of the enemy. Also, it must be remembered we have many submarines on the prowl in this area. He, also, has the reports of their contacts.

The enemy apparently believes that he has sunk fifty-three (53) of our ships, including seventeen (17) carriers. As we all know, that is all the carriers we brought along. Contrary to the enemy's claim, our damage has been astonishingly light in view of the counter-attacks upon us. Two cruisers have been torpedoed, and are being towed out of the battle area. They are escorted by cruisers, destroyers and a carrier. It will be surprising if these cruisers and their escorts do not suffer additional damage during their retirement. They have fought off all attacks for two days. In the meantime our striking power is undiminished. All the carriers and all the battleships are undamaged.

The lightness of our damage is the result of the overpowering superiority of our fighter planes and the alertness and skill of the anti-aircraft gunners. To our own gunners I express the admiration of the whole ship's company for their demonstration of how the watch should handle a torpedo plane attack.

In accordance with the original operation plan, Task Force 38 would have made attacks upon the Phillipines for the next two or three days. That task must wait, but other operations under the original plan will continue. Our diversion will have no effect upon the scheduled landing, when it is due, except possibly

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to delay it a few days.

Last night, after fueling, instead of moving toward the Philippines, we moved north. We are now 250 miles south of Okinawa and 400 miles east of Formosa. The damaged cruisers and their escorts are southwest of us; therefore, it is apparent that Admiral Halsey has moved Task Force 38 to a position where he can make a flank attack upon any enemy surface force leaving Japan to attack that group. This morning the carriers launched a long-range search to the northwestward, reaching to the Okinawas. Nothing was found except a few planes. This afternoon they are searching again.

It is apparent that Task Force 38 is committed to a period of maneuver which will last until the situation clarifies. In such a period a heavy burden falls upon the fleet commanders. For the rest of us it is a period of suspense until contact is made or the search is abandoned. This period properly should be devoted to whatever relaxation is possible, in preparation for the trial of battle which may come, whether it be air attack, surface action, or both.

17 OCTOBER 1944

0800 Position

21°-03.7' N
126°-59.4' E

1200 Position

21°-19.9' N
127°-17.1' E

2000 Position

20°-09.1' N
128°-04.5' E

Steaming toward fueling area at 21°-00' N, 127°-00' E. Stood to General Quarters Stations for dawn alert at 0526. During morning fueled U.S.S. IRWIN, GATLING, LONGSHAW and COTTEN. U.S.S. PRESTON alongside with Official Mail at 1416. At 1435 U.S.S. PORTERFIELD reported passing a floating mine, and upon instructions from O.T.C. sank the mine with gunfire. After dark came to base course 200°(T) and proceeded toward a fueling area located at approximately 18°-00' N, 130°-00' E.

18 OCTOBER 1944

0800 Position

18°-04.5' N
128°-47.3' E

1200 Position

18°-02.1' N
129°-31.0' E

2000 Position

17°-29.7' N
128°-32.3' E

Steaming with Task Group 38.3 in strategic support of Philippine Operations enroute to fueling area at 18°-00' N, 130°-00' E. 0621 Sunrise; maneuvering to take fueling stations. Eight (8) tankers of Task Unit 30.8.8 present. 0656 Alongside U.S.S. KASKASKIA on course 060°(T) at 10 knots. Received 37,553 gallons fuel oil, and left the tanker at 0917. 1002 U.S.S. CAPERTON alongside for stores. 1013 Catapulted two planes for anti-submarine

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By TAC/ALB

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patrol; recovered at 1225. 1342 Changed axis to 135°(T). Steaming on course 255°(T) at speed 17 knots, during afternoon and evening.

19 OCTOBER 1944

0800 Position

16°-54.2' N
127°-14.9' E

1200 Position

17°-12.2' N
126°-37.2' E

2000 Position

16°-46.7' N
127°-06.5' E

Steaming with Task Group 38.3 in strategic support of the Philippine Operations. Operating in vicinity of 17°-00'N; 127°-00'E. Maneuvered as required by routine flight operations during the day.

20 OCTOBER 1944

0800 Position

16°-33.1' N
127°-13.5' E

1200 Position

15°-18.9' N
126°-51.1' E

2000 Position

15°-14.0' N
126°-25.9' E

Steaming as before in vicinity of 17°-00'N; 127°-00'E, approximately 400 miles east of Manila. Task Group ordered to rendezvous with Group 38.2 at 15°-00'N; 127°-00'E at noon in view of reported Japanese movements south of the Philippines. Proceeded on course 188°(T) at 25 knots. At 1200 Task Groups 38.2 and 38.3 formed Disposition 3W, axis 030°(T). 38.3 guide of force; in formation 5R, axis 020°(T), course 270°(T), speed 17 knots. At 1730 proceeding on course 210°(T) toward San Bernardino Strait area to conduct strikes.

21 OCTOBER 1944

0800 Position

13°-22.8' N
125°-00.5' E

1200 Position

14°-01.4' N
125°-10.7' E

2000 Position

14°-25.0' N
127°-00.0' E

Steaming as before. At 0550 commenced launching air strikes on Northern Visayas from position off the north coast of Samar Island. Stood to General Quarters Stations at 0530 for dawn alert; secured at 0630. Maneuvered as required by flight operations of carriers. At 0905 the lookouts sighted land, part of the Visayas, at 260°(T). At 0941 the lookouts reported a "Betty" on the horizon at 235°(T), but the plane immediately faded from view. This was the only instance in which an enemy plane was sighted during the day. After noon, the course was, in general, easterly in order to take the Task Group to a fueling area at approximately 15°-00' N; 130°-00' E by dawn tomorrow.

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22 OCTOBER 1944

0800 Position14°-31.5' N
129°-56.1' E1200 Position14°-17.7' N
130°-29.4' E2000 Position14°-01.1' N
129°-58.0' E

Steaming as before, enroute to fueling area at 15°-00'N; 130°-00'E. Sighted nine tankers of Task Group 30.8 at dawn. At 0704 alongside U.S.S. KENNELAGO, received 242,298 gallons fuel oil, made miscellaneous transfers of stores and personnel and left the side at 0825. On completion of operations, the Task Group formed up as before, course 270°(T), speed 17 knots. Destroyers delivering U.S. Mail and Guard Mail to the Task Group.

23 OCTOBER 1944

0800 Position14°-02.2' N
130°-03.1' E1200 Position14°-06.0' N
128°-54.3' E2000 Position14°-22.1' N
126°-51.9' E

Steaming from fueling area on route to operating area at 13°-55' N; 130°-15' E. Arrived at rendezvous point at 0600; joined Task Groups 38.1 and 38.4. At 0601 U.S.S. WASHINGTON, U.S.S. ALABAMA and Desdiv 100 were detached from Task Group 38.3 and joined Task Group 38.4, as directed by dispatch orders of ComThird Fleet. ComBatDiv 9 (Rear Admiral Hanson) in U.S.S. SOUTH DAKOTA assumed tactical command of Task Unit 38.3.2.

Task Group 38.3 operated in the vicinity of the above mentioned area throughout the day maintaining a 300 mile search in the area from 280°(T) to 350°(T).

24 OCTOBER 1944

0800 Position15°-22.9' N
123°-11.5' E1200 Position15°-36.2' N
123°-48.9' E2000 Position15°-18.9' N
124°-17.4' E

Cruising in waters east of Luzon, while furnishing air support for the Philippines Operations.

Shortly after midnight several unidentified aircraft were detected at a range of about 50 miles. These planes did not close the formation, however, and the contact was lost. At 0528 unidentified planes were again detected, at about 27 miles, closing the formation. All hands stood to Air Attack Stations at 0538. Night fighters intercepted the enemy planes, and none closed to gun range. Secured from Air Attack at 0647.

SECRETWAR DIARY

During the early morning a dispatch from ComTask Group 38.2 reported an enemy force of thirteen destroyers (13), four (4) battleships and eight (8) heavy cruisers between Mindoro and Tobias Islands in the Central Phillipines. Amplifying reports indicated that the force was divided into two groups, and might contain seven battleships instead of the four indicated earlier.

The ESSEX and LEXINGTON launched heavy strikes against these ships early in the morning.

Meanwhile, our own force was under attack by enemy aircraft, consisting principally of dive bombers identified as "Judys". At 0755, after a large group of enemy aircraft had been reported closing the formation, all hands manned Air Attack Stations. This raid was intercepted by our Combat Air Patrol and did not close the formation. However, at 0837 the Combat Air Patrol reported a group of approximately 30 enemy planes closing the Task Group, and at 0837 various ships began firing at a "Judy" which had dropped a bomb close to the U.S.S. HEALY. All ships were executing emergency maneuvers as directed by O.T.C. At 0900 a "Judy" was shot down in flames about 12,000 yards ahead of the formation by one of our fighters. The LANGLEY and PRINCETON recovered aircraft and at 0939, immediately after the PRINCETON finished recovering planes, an enemy plane dropped a bomb which struck the after portion of the PRINCETON'S flight deck and penetrated to the hangar deck, starting a large fire. O.T.C. ordered speed decreased from 24 knots to 18 knots so the PRINCETON might maintain station. Several large explosions occurred aboard the PRINCETON, however, spreading the fire considerably. The PRINCETON changed course and began to leave the formation and the BIRMINGHAM, RENO, CASSIN YOUNG, GATLING and IRWIN were detached to stand by and assist the damaged ship.

At 1017 another "Judy" was sighted within the formation, being pursued by one of the Combat Air Patrol. Just as the "Judy" approached the LANGLEY our fighter opened fire, setting the "Judy" afire. It continued on it's course and dropped it's bomb which was a near miss on the LANGLEY'S port quarter. The enemy plane then crashed in flames between the LANGLEY and the ESSEX.

At 1033, the U.S.S. MORRISON was ordered to assist the USS PRINCETON, which was being abandoned.

At 1300 enemy planes again closed the formation and various ships began firing. A bomb was dropped close to the U.S.S. LEXINGTON but apparently did no damage. Again at 1510 enemy planes attacked the formation but were driven off without inflicting any damage. About 1630 our search planes reported sighting an enemy force of battleships, carriers, cruisers and destroyers on a southerly course approximately 100 miles to the north of our force.

At 1658 O.T.C. stated by radio that because of the extensive damage suffered by the U.S.S. PRINCETON, and because of the general situation, ComTask Force 38 had ordered that the ship be sunk by our own forces. This order subsequently was carried out. During operations involving removal of PRINCETON'S personnel and dam-

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By: DAK-HANA, Date: 12/16

SECRETWAR DIARY

age control operations, the U.S.S. BIRMINGHAM was damaged by an explosion aboard the U.S.S. PRINCETON. The U.S.S. MORRISON was also damaged while alongside the U.S.S. PRINCETON.

Task Groups 38.2, 38.3 and 38.4 rendezvoused at midnight and steamed north to strike the enemy force.

Previously, the U.S.S. BIRMINGHAM, MORRISON, IRWIN and GATLING had left the formation enroute to Ulithi because of the damage done by explosions aboard the U.S.S. PRINCETON.

Preliminary reports indicated that our planes had done extensive damage to units of the Jap force in waters east of Mindoro Island.

After dusk set Condition I-Easy for the night.

25 OCTOBER 1944

0800 Position

16°-52.8' N
126°-02.8' E

1200 Position

17°-52.0' N
126°-03.9' E

2000 Position

15°-23.1' N
126°-03.0' E

Steaming northward in search of the enemy fleet in company with Task Groups 38.2 and 38.4. At 0150, night fighters from Task Group 38.4 intercepted and shot down one "Mavis" about 40 miles from the formation. At 0225 search planes contacted two groups of enemy ships about 80 miles to the north. At 0240, on orders of Commander Third Fleet, ComTask Force 38 detached Task Force 34, which cleared the Carrier Groups ahead and formed up in Cruising Disposition 4N on MASSACHUSETTS guide, as follows:

BATTLELINE (34.1) (Vice Admiral Lee, ComTask Force 34 and C.T.G. 34.1)

BatDiv 7 - (Rear Admiral Badger)
IOWA (F)

BatDiv 8 - (Rear Admiral Davis)
NEW JERSEY (FFF)
MASSACHUSETTS (F)
WASHINGTON (FF)

BatDiv 9 - (Rear Admiral Hanson)
SOUTH DAKOTA (F)
ALABAMA

CruDiv 13 - (Rear Admiral Du Bose)
SANTA FE
MOBILE

CruDiv 14 - (Rear Admiral Whiting)
VINCENNES
MIAMI
BILOXI
NEW ORLEANS
WICHITA

Desron 50, 52

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The situation now being clear, secured from Condition I-Easy at 0335 for breakfast. Returned to battle stations at 0518. Cruising disposition 4 Sugar formed at 0552. At 0640 the first strike of Task Force 38 planes passed over head enroute to attack the enemy fleet. Cruising disposition 4 Victor formed at 0603. Later contact reports place the enemy force northeast of our fleet, approximately one hundred and sixty-five (165) miles.

At 1112 the U.S.S. SANTA FE reported sighting a floating mine. The U.S.S. CAPERTON was instructed to destroy the mine. While reports from our planes indicated that severe damage had been inflicted upon the portion of the Japanese Fleet to the north of us, other reports from Commander Seventh Fleet revealed that a considerable force of enemy ships had passed through San Bernardino Straits during the night and was attacking Seventh Fleet Forces in waters east of Samar Island. Hence, upon orders of ComThird Fleet, at 1114 all units except BatDiv 7, 8 and 9, DesRon 52 and the U.S.S. BILOXI, MOBILE and VINCENNES were detached from Task Force 34 and rejoined their own groups of Task Force 38. These ships then joined Task Group 38.2 which then proceeded south to the aid of the Seventh Fleet. Task Groups 38.3 and 38.4 continued attacks on the crippled Japanese force to the north.

Secured from General Quarters at 1210. Battleships began fueling the destroyers of our screen, this ship fueling the U.S.S. UHLMAN and U.S.S. THE SULLIVANS.

Dispatches indicated that the Japanese force off Samar was retiring toward San Bernardino Straits after being damaged by units of the Seventh Fleet and by planes from Task Group 38.1. It being doubtful whether Task Group 38.2 could arrive in time to intercept the enemy force before it passed through the straits, ComThird Fleet, at 1620, formed Special Task Group 34.5, consisting of BatDiv 7, CruDiv 14 and DesRon 52, and steamed south at 28 knots, attempting to catch the enemy. Remaining ships in Task Group 38.2 formed cruising disposition 5 Victor 5 at 1625. At 1645 speed was reduced to 23 knots, at 1812 to 18 knots for aircraft recovery. Speed increased to 23 knots at 1823.

At 1825 U.S.S. INDEPENDENCE escorted by U.S.S. CUSHING and TWINING left the formation to launch long range search and attack.

Speed was reduced to 21 knots at 1952 and to 17 knots at 2310. At 2316 fleet course changed to 190°(T). Strikes will be launched against the enemy at dawn.

26 OCTOBER 1944

0800 Position

130°-59.3' N
125°-30.2' E

1200 Position

130°-55.1' N
126°-06.4' E

2000 Position

130°-00.7' N
126°-17.1' E

Steaming with Task Group 38.2 enroute to rendezvous with Task Group 38.1 and strike position off San Bernardino Strait (Lat. 14°N; Long. 125°E.) At 0500 joined and commenced maneuvering for strike position. At 0523 stood to General Quarters Stations for

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BY TIA/HAK/bib

SECRETWAR DIARY

dawn alert. Carriers commenced launching planes at dawn for strike on Jap force found at 0800 to be ten miles west of North-west tip of Panay. Force consisted of four (4) BBs, three (3) CAS, three (3) CLs, ten (10) DBs, on course south at 15 knots. Several units belived considerably damped. Strikes continued all during daylight. At 1406 Lt. G.A. ROBINSON was catapulted in plane No. 09665 and accompanied WASHINGTON planes on rescue mission to Burias Island. After an unsuccessful search of Burias Pass, mission returned. Hoisted plane aboard at 1808. After strikes had all returned, Task Groups 38.1 and 38.2 steadied bn course 090°(T) at 1900 at 16 knots. Received orders from Commander Third Fleet for the two groups to proceed to fueling area at approximately 13°-30' N; 129°-00' E, to fuel at 0700, 27 October 1944.

27 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
13°-10.0' N	12°-48.0' N	12°-46.7' N
129°-08.1' E	129°-49.2' E	129°-39.7' E

At 0700 rendezvoused in center of fueling area at approximately 15°-30' N, 129°-00' E, with nine tankers and CVEs and escorts of Task Units 30.8.1, 30.8.3 and 30.8.6, and with Task Group 34.5 (BatDiv 7, CruDiv 14 and Desron 52). Four AOs reported to Task Group 38.1 and five AOs to Task Group 38.2. Task Group 38.2 at present is constituted as follows:

	INTREPID (FF)	CABOT
	HANCOCK	INDEPENDENCE
<u>BatDiv 7</u>	(Rear Admiral Badger)	
	IOWA (F)	
	NEW JERSEY (FFF)	
<u>BatDiv 8</u>	(Rear Admiral Davis)	
	MASSACHUSETTS (F)	
	WASHINGTON (FF)	
<u>BatDiv 9</u>	(Rear Admiral Hanson)	
	SOUTH DAKOTA (F)	
	ALABAMA	
<u>CruDiv 14</u>	(Rear Admiral Whiting)	
	VINCENNES (F)	
	MIAMI	
	BILOXI	
<u>Desrons 52, 53</u>		

Formed cruising disposition 5 "Roger" modified for fueling. U.S.S. NEOSHO is guide. Units not fueling zig-zag independently within a thousand yards of station. Fleet speed 12 knots, fueling course is southeasterly.

At 1050 went alongside U.S.S. PATUXENT to fuel. Operation completed at 1333, this ship having received 13,372 barrels fuel oil.

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Upon completion of fueling, formed cruising disposition 5 Roger 5, fleet axis 1200(T), base course 0900(T); speed 22 knots. U.S.S. OWENS alongside to transfer Official Mail at 1612. At 2000 decreased speed to 15 knots.

28 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
13°-27.7' N	13°-17.8' N	12°-52.7' N
128°-50.9' E	129°-38.2' E	131°-53.8' E

Steaming in company with Task Group 38.2 enroute to rendezvous with Task Group 38.3. At 0650 U.S.S. ALABAMA, WASHINGTON, MASSACHUSETTS, LEWIS HANCOCK, HICKOX and MARSHALL left Task Group 38.2 and joined Task Group 38.3, pursuant to radio instructions of Commander Task Force 38. Formation axis 0800(T); fleet course 1000(T); speed 19 knots. Task Group 38.3 is proceeding to Ulithi Atoll in compliance with orders of Commander Task Force 38.

Task Group 38.3 now includes: U.S.S. ESSEX, LEXINGTON, LANGLEY, WASHINGTON, ALABAMA, MASSACHUSETTS, CruDiv 13 less U.S.S. BIRMINGHAM, Desron 55, and U.S.S. LEWIS HANCOCK, HICKOX and MARSHALL.

29 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
11°-45.1' N	11°-22.4' N	10°-37.5' N
135°-07.3' E	136°-09.5' E	137°-34.5' E

Steaming as before enroute to Ulithi Atoll. Base course remains 1300(T). Conducted 5"/38 Cal. firing exercises in order to test fuses. Ammunition expended: 48 rounds powder, Index 3591; 3 rounds powder, Index 3541; 48 rounds, Mark 32, Mod. 40 fuses. Changed course to 1100(T), at 17 knots. Continued toward Ulithi Atoll.

30 OCTOBER 1944

Approaching Ulithi Atoll in company with Task Group 38.3. At 0417 changed course to 0900(T). Stood to General Quarters Stations at 0432 for dawn alert; secured at 0701. Pig Island sighted at 0515, bearing 3370(T), range 10 miles. Entered Mugai Channel at 0656, and at 0806 anchored in Berth #7, Urushi Anchorage, Ulithi Atoll, Carolines Group. Set the Port War Watch and began following Port Routine, as permitted by twelve hours notice for getting underway.

ATR #34 alongside to deliver U.S. and Official Mail. U.S.S. SCHUYLKILL alongside to port to fuel the ship. Received 171,672

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U.S.S. MASSACHUSETTS

60/ff

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barrels fuel oil, 16,110 barrels diesel oil from tanker.

Following orders of ComSeron 10 in the U.S.S. PRAIRIE (Administrative SOPA) Condition II Able was set in the Gunnery Department from one hour prior to sunset to one hour after sunset. The same procedure will be followed at dawn.

Began provisioning ship, receiving stores and provisions from lighter alongside.

U.S.S. PLYMOUTH VICTORY alongside to deliver ammunition. This ship received 600 rounds, 5"/38 Cal., Mk. 32 Projectiles; 500 rounds 5"/38 Cal. Flashless powder; and 3200 rounds 40MM HEIT.

31 OCTOBER 1944

Anchored as before. Continued receiving stores from LCTs and lighters. Set Condition II Able in the Gunnery Department from an hour before dawn to an hour after dawn. At 0800 This ship assumed Radar Guard. Conducted flight operations for anti-submarine patrol duty. Continued with routine training and recreation schedule for crew and with routine upkeep and repair work necessary before getting underway.

SUBMITTED

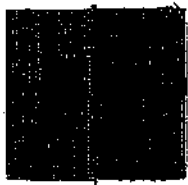
F.S. Savidge, Jr.
F.S. SAVIDGE, JR.,
Commander, U.S. Navy,
Navigator.

APPROVED:

W.W. Warlick
W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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By: IAC Date: 12/16



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BB59/ A12-1/A16-3

Reg. No. 7467

R.S. No. 135

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U.S.S. MASSACHUSETTS

SECRET

WAR DIARY

1 NOVEMBER 1944

Anchored in Berth #7, Urushi Anchorage, Ulithi Atoll, Caroline Group. This ship is a unit of Task Group 38.3, which at present, is organized as follows:

TASK GROUP 38.3 (Rear Admiral SHERMAN, ComCardiv 1)

ESSRS (F)

LEXINGTON (FF)

LANGLEY

BATDIV 8

(Rear Admiral DAVIS)

MASSACHUSETTS (F)

WASHINGTON (FF)

ALABAMA

CRUDIV 13

(Rear Admiral DuBOSE)

SANTA FE (F)

MOBILE

(less BIRMINGHAM)

DESRON 55

(plus LEWIS HANCOCK, HICKOX, and MARSHALL)

Vice Admiral M.A. MITSCHER, ComTaskFor Thirty-Eight; Com-First CartaskForPac, present in LEXINGTON.

Vice Admiral W.A. LEE, ComTaskFor Thirty-Four; ComBatPac, present in WASHINGTON.

U.S.S. CHELSEA is alongside transferring provisions to this ship. On orders of Administrative SOPA; Comseron 10 in U.S.S. PRAIRIE, set Condition of Readiness III in Gunnery Department from one hour before sunrise to one hour after sunrise. Conducted flight operations for Anti-Submarine Patrol. Continued receiving stores and provisions.

Task Group 38.3 received orders from ComThird Fleet to sortie at 1600 and proceed to Manus Island for availability but at 1400 orders from ComBatPac directed BatDiv 8 (MASSACHUSETTS (F) and ALABAMA) to remain in Ulithi, the MASSACHUSETTS to report to ComTask Group 38.1 for temporary duty. At 2310, however, a message from ComTask Force Thirty-Eight directed this ship, the ALABAMA and the TICONDEROGA to prepare to sortie as soon as possible. ComTask Group 38.3 is to have four destroyers off entrance as escorts. Preparations were made to get underway following detail orders from ComBatDiv 8, senior officer of designated units.

100504

2 NOVEMBER 1944

1 35

0800 Position

100-09.1' N

1380-40.0' E

1200 Position

100-20.2' N

1370-50.1' E

2000 Position

100-25.3' N

1350-46.0' E

FILMED

Recorded

SECRETWAR DIARY

Anchored as before, making preparations to get underway. At 0218 underway in company with U.S.S. ALABAMA and TICONDEROGA. Passed entrance buoys at 0316. DesDiv 110 screening just outside entrance. Upon direction of O.T.C., Rear Admiral DAVIS, ComBatDiv 8 in U.S.S. MASSACHUSETTS, cruising disposition 5 Roger was formed; fleet axis 270°(T), speed 18 knots. Maneuvered as required by flight operations of carrier during the day, conforming generally to base course 270°(T). Speed increased to 20 knots.

At 2205 surface contact bearing 279°(T), 53,000 yards reported. Thought to be Task Group 38.3. At 2350 all ships in the formation were directed to join Task Group 38.3. Proceeded to take station in disposition 5R.

3 NOVEMBER 1944

0800 Position

11°-44.2' N
134°-03.7' E

1200 Position

12°-26.7' N
133°-27.5' E

2000 Position

13°-09.9' N
131°-53.9' E

Steaming in company with Task Group 38.3 enroute to rendezvous with units of Task Group 30.8 for fueling. 0500 Joined tanker group at 11°-43'N, 134°-23'E. Fueling course, 293°(T), fleet axis 113°(T), speed 12 knots. Zig-zagged independently on station before and after fueling. 0611 Alongside U.S.S. NANTAKELA, began receiving fuel. Operation completed at 0715. At 0911 changed fleet course to 000°(T); increased speed to 21 knots. Formed cruising disposition 5 Roger. Maneuvered as necessary to conform to carrier flight operations. Conformed generally to course 300°(T).

During the morning joined Task Groups 38.1 and 38.2. Formed fleet disposition 5 X-ray after completion of fueling. A course which will take the Task Groups to water east of Northern Luzon is being followed.

At 2325 U.S.S. RENO reported she had been torpedoed or had hit a floating mine. She subsequently reported loss of steering control, the flooding of one engine room and that she had a ten degree list to starboard, but indicated that the situation was under control. Upon order of ComTask Force 38, ComTask Group 38.3 designated destroyers to escort the damaged ship to Ulithi.

4 NOVEMBER 1944

0800 Position

15°-32.0' N
130°-24.4' E

1200 Position

16°-08.4' N
129°-39.9' E

2000 Position

15°-57.0' N
126°-44.6' E

Enroute to position to launch air strikes against Japanese airfields and facilities in Northern Luzon. The U.S.S. RENO and her escorts dropped out of the formation shortly after midnight, and the stations of remaining ships were readjusted. This ship's new station is 4138.

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SECRETWAR DIARY

During the day carriers launched routine search patrols, combat air patrols and anti-submarine patrols. All units were maneuvered to conform to these flight operations. At 0913 U.S.S. CALLAGHAN alongside to deliver Official Mail.

At 0943, pursuant to radioed instructions of ComThird Fleet, this ship and the U.S.S. ALABAMA, escorted by the U.S.S. PRESTON and CASSIN YOUNG left Task Group 38.3 and proceeded to join Task Group 38.1. ComBatDiv 8 is in tactical command of BatDiv 8 and escorts during the maneuver. At the same time, the U.S.S. SOUTH DAKOTA and escorts left Task Group 38.1 and joined Task Group 38.3.

Task Group 38.1 is now organized as follows:

Task Force 38 (Vice Admiral J.S. MCCAIN, ComFirstCarTaskForPac)

Task Group 38.1

WASP (FF)
HORNET (F)
COWPENS
MONTEREY

BatDiv 8 (Rear Admiral DAVIS)
MASSACHUSETTS (F)
ALABAMA

CruDiv 4
LOUISVILLE (F)
PORTLAND
BOSTON

DesRon 61 and 46

ComTask Force 38 present in WASP.

ComTask Group 38.1, Rear Admiral MONTGOMERY, present in HORNET.

Exercised at General Quarters for drill during morning. 1147 U.S.S. CHARRETTE alongside to deliver mail.

Began approach to strike position; on course 265°(T), speed 22 knots.

5 NOVEMBER 1944

0800 Position

15°-56.1' N
123°-10.1' E

1200 Position

15°-52.4' N
123°-37.9' E

2000 Position

16°-12.3' N
124°-23.9' E

Steaming to strike position at 15°-30'N, 123°-15'E. At 0430 the U.S.S. BOYD reported a surface contact at 6,000 yards, and three minutes later opened fire on what was possibly a surfaced enemy submarine. The target submerged shortly after the BOYD opened fire. The BOYD dropped depth charges in the area before resuming station. Results of the attack are unknown. At 0540 land was detected by radar bearing 305°(T), distance 95 miles.

All hands stood to Air Attack Stations at 0545 for dawn alert. At dawn our carriers began launching fighter sweeps, which were followed shortly by air strikes. The greater proportion of the Island of Luzon is under Air Attack by planes of Task Force 38.

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By JIA
Date 12/1/96

SECRETWAR DIARY

The sectors assigned to Task Group 38.1 include Northern Luzon, and specifically, the Clark field, and Laog-Apparri Areas. As no enemy air opposition was evident in the vicinity of the Task Force, secured from dawn alert on time at 0645.

Maneuvered to conform to carrier flight operations throughout the morning. In the early afternoon several unidentified aircraft were reported, and at 1324 all hands stood to Air Attack Stations. Units of Task Group 38.2 were observed firing at enemy aircraft. This task group formed cruising disposition 5 Victor. At 1405 the U.S.S. LEXINGTON reported to the Commander of Task Group 38.3 that an enemy "suicide" dive bomber had crashed into her signal bridge, doing some damage and causing a number of casualties. The ship was able to maintain her position in the formation. At 1436 secured from Air Attack.

At 1820 stood to Air Attack for dusk stand-to, secured at 2040.

ComThird Fleet reported by dispatch that enemy submarines were in the area. At 2325 this ship picked up several enemy radio transmissions believed to be submarines in the near vicinity by means of Radio Direction Finder.

The force retired a short distance to the east during the night but steamed on course to bring it to strike position at dawn.

Condition One Easy (Air Attack Stations) was set shortly before midnight.

6 NOVEMBER 1944

0800 Position

150-55.9' N
1230-47.3' E

1200 Position

160-12.8' N
1240-25.6' E

2000 Position

160-46.9' N
1250-50.9' E

Continuing air strikes on the Island of Luzon. A few unidentified planes were picked up by radar prior to dawn, but none closed to less than 50 miles. At dawn the carriers launched planes for a second day of strikes against targets in the Clark Field and Laog-Apparri Areas. As no air opposition developed in the vicinity of the Task Force, secured from air attack at 0658. At 0814, however, enemy planes were reported near the formation and all hands stood to Air Attack Stations. No enemy planes attacked Task Group 38.1, but Task Group 38.3 reported a few enemy planes had attacked units of that group unsuccessfully. Secured from Air Attack at 0947.

Throughout the day the Task Group maneuvered to conform to carrier flight operations, but the base course remained northeasterly. In the late afternoon, following the return of the last strike, retirement toward a fueling area at 140-35'N, 1290-10'E was begun.

Pursuant to orders of ComThird Fleet the U.S.S. WASP and escorts left the formation to proceed to Guam. Rear Admiral Sherman, Com-Task Group 38.3; ComCarDiv 1 assumed tactical command of Task Force 38.

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Authority: NND-928133
Date: 12/14/2004

SECRETWAR DIARY

7 NOVEMBER 1944

0800 Position15°-04.9' N
128°-29.5' E1200 Position14°-43.7' N
129°-10.9' E2000 Position15°-11.3' N
130°-19.2' E

Steaming to fueling rendezvous with units of Task Group 30.8 at 14°-35'N, 129°-10'E. Task Group 38.1 is in cruising disposition 5 Victor, base course 100°(T), formation axis 070°(T). At 0526 stood to General Quarters Stations for dawn alert; secured at 0627. Maneuvered during the early morning as necessary to rendezvous with fueling group. At 1100 received the U.S.S. BRUSH alongside to starboard and at 1114 received U.S.S. CHARRETTE alongside to port for fueling; operation completed at 1234. Just as the two destroyers were clearing the side a man fell overboard on the port quarter. The BRUSH and CHARRETTE were notified immediately by voice radio and the BRUSH succeeded in recovering the man, who was unharmed. At 1325 went along port side of U.S.S. LACKAWANNA for fueling. Heavy seas caused several interruptions, but the operation was completed at 1705.

During the afternoon changes were made in the composition of Task Group 38.1 and 38.4, the U.S.S. OAKLAND and MONTEREY leaving Task Group 38.1 and reporting to Task Group 38.4 for duty. Rear Admiral OLDENDORF, ComCruDiv 4 (ComTask Unit 38.1.2 in LOUISVILLE) also left the formation and proceeded as ordered by ComTask Force 38. At present U.S.S. HORNET, YORKTOWN and COWPENS constitute the carriers operating with Task Group 38.1, and the only cruisers present are: U.S.S. BOSTON and PORTLAND. Rear Admiral DAVIS (ComBatDiv 8 in MASSACHUSETTS became C.T.U. 38.1.2.

Reports received concerning a typhoon, the center of which is believed to be approximately 300 miles to the south, are borne out by increasingly heavy seas. Consequently ComThird Fleet directed that the task groups proceed to a point at approximately 18°-00'N, 140°-00'E in order to avoid the rough weather.

8 NOVEMBER 1944

0800 Position15°-10.2' N
132°-12.5' E1200 Position15°-47.9' N
132°-24.9' E2000 Position16°-48.6' N
133°-33.9' E

Steaming on northerly and easterly courses to avoid the typhoon to the south. Seas remain heavy and the barometer continues to fall slowly. The wind is from 110°(T) at 30 knots.

The U.S.S. CONNOR reported sighting a mine about 500 yards off her port bow at 1252, but after firing a few rounds in an attempt to sink the mine, she decided it was a buoy and left it undestroyed.

Carriers conducted routine patrol operations during the day.

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U.S.S. MASSACHUSETTS

~~SECRET~~WAR DIARY

9 NOVEMBER 1944

0800 Position17°-20.5' N
136°-38.8' E1200 Position17°-35.1' N
137°-43.5' E2000 Position17°-20.7' N
139°-43.9' E

Steaming in company with Task Groups 38.3 and 38.4 enroute to area west and south of 18°-00'N; 140°-00'E.

During the morning, Rear Admiral MONTGOMERY, ComTask Group 38.1 left the U.S.S. HORNET with his staff and hoisted his flag in the U.S.S. YORKTOWN. At 1120 U.S.S. MOORE reported sighting an object, possibly a mine, about 7,000 yards from the formation center, and sank the object by gunfire.

Conformed to movements of carriers during routine flight operations, and in general, operated in area referred to above pending break in weather and further orders from ComThird Fleet.

10 NOVEMBER 1944

0800 Position15°-52.9' N
136°-36.6' E1200 Position15°-02.7' N
135°-03.2' E2000 Position13°-49.9' N
132°-01.8' E

Operating in area south and west of 18°-00' N; 140°-00' E. At 0048 pursuant to radio orders of ComTask Force 38, all task groups changed course to 220°(T) and at 0120 increased speed to 26 knots. Began steaming toward strike position off Central Philippines. The typhoon has passed to the south and west of us, and the barometer is rising, although the sea remains heavy.

At 0802 U.S.S. TAUSIG began firing at an object that was thought to be a mine but was later identified as a red buoy. The U.S.S. BURNS sank the buoy with gunfire.

Carriers conducted routine flight operations.

11 NOVEMBER 1944

0800 Position13°-31.4' N
127°-01.5' E1200 Position13°-23.3' N
126°-05.1' E2000 Position12°-37.3' N
127°-17.2' E

Approaching strike position at approximately 13°-30'N; 125°-30' E. for air strikes against the Ormoc Bay and Visayan Sea Areas of the Philippine Islands. Primary targets are Japanese airfields and installations in these areas, with shipping targets being given secondary importance. It is the purpose of these strikes to cripple, temporarily at least, Japanese air power in the Central Philippines.

All hands stood to Air Attack Stations for dawn alert at 0527, securing at 0627 as no "bogies" were reported. At dawn the carriers

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Date: 1966

SECRETWAR DIARY

launched a heavy fighter sweep which was followed in a short time by the first strike.

While the force was only about one hundred miles off the coast of Samar Island the heavy ships fueled destroyers during the morning and early afternoon, this ship fueling the U.S.S. BURNS, BELL, COWELL, CONNER and CHARRETTE.

From time to time during the morning reports concerning enemy aircraft in the vicinity were received, but none approached close enough to require the setting of Condition I. At 1400, however, Air Attack was sounded and all hands stood to battle stations, with the exception of the fueling detail which continued to fuel destroyers. No attack developed, and at 1505, Air Attack Easy was set. The ship secured from Air Attack at 1535, with the exception of the Anti-aircraft battery and Combat Information Center which remained on an Air Attack basis until 1800. At 1618 the formation axis was rotated to 120°(T).

At 1950 U.S.S. SWENSON reported a sound contact, evaluated 75%. The SWENSON and the BLUE were ordered to remain in the vicinity of the contact and rejoin the Task Group in the morning at the fueling area, at approximately 13°-30'N; 129°-00'E. Another sound contact was reported by the U.S.S. MOORE at 2144, but she was unable to develop the contact.

12 NOVEMBER 1944

0800 Position

13°-15.9' N
128°-57.5' E

1200 Position

13°-34.7' N
128°-21.6' E

2000 Position

14°-53.8' N
127°-10.6' E

Steaming toward 13°-20'N, 129°-00'E for rendezvous with fueling group. At 0522 stood to General Quarters stations for dawn alert; secured at 0622. At dawn rendezvoused with units of Task Group 30.8, and at 0636 came to the fueling course, 306°(T), and reduced speed to 10 knots. Maneuvered independently on station while waiting to fuel. Received the U.S.S. COWELL alongside to port at 0646 and transferred 73,030 gallons of fuel oil to her.

Alongside port side of U.S.S. MONONGAHILA for fueling at 0925. During the operation, U.S.S. BLUE came alongside to port to deliver official mail, and the U.S.S. COTTEN came alongside port quarter to deliver air freight. At 1310 finished fueling from MONONGAHILA, having received 21,082 barrels.

Upon completion of fueling, pursuant to dispatch orders of ComThird Fleet, Task Groups 38.1, 38.3 and 38.4 began approach to strike position at 15°-30'N, 123°-30'E, from where air strikes are to be launched at dawn tomorrow against targets in the Central and Southern Luzon Areas.

Stood to Air Attack Stations at 1809 for dusk alert; secured at 1857.

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WAR DIARY
12 NOVEMBER 1944
13°-15.9' N
128°-57.5' E

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U.S.S. MASSACHUSETTS

SECRETWAR DIARY

13 NOVEMBER 1944

0800 Position15°-31.0' N
123°-17.9' E1200 Position15°-37.9' N
124°-05.0' E2000 Position15°-37.3' N
125°-03.2' E

Approaching dawn strike position at 15°-30' N, 123°-30' E. from where carriers will launch heavy air strikes against shipping, airfields, and harbor installations in Central and Southern Luzon. At 0548 stood to Air Attack Stations for dawn alert; secured at 0650 with the exception of the Anti-aircraft batteries which remained at Air Attack. At dawn the carriers launched a fighter sweep which was followed by the first strike. At 0720 Condition III was set in the Anti-aircraft batteries.

Strikes continued throughout the day, all ships maneuvering to conform to flight operations of the carriers. During the early afternoon an enemy plane was shot down by the Combat Air Patrol about 15 miles from the formation. Other enemy planes were reported nearby and at 1439 all hands stood to Air Attack Stations. Formation 5 Victor was formed on order of the Task Group Commander. The enemy planes previously reported did not close the task force. Secured from Air Attack at 1525, with the exception of the Gunnery Department, which remained in Condition One Easy - Air Attack.

In the late afternoon the force began retiring toward 15°-30' N; 125°-30' E. for a midnight rendezvous with the U.S.S. WASP and escorts, as ordered by ComThird Fleet on 11 November 1944.

14 NOVEMBER 1944

0800 Position15°-19.4' N
123°-38.5' E1200 Position15°-21.2' N
123°-53.9' E2000 Position15°-22.6' N
125°-36.2' E

Returning to strike position to resume air attacks on enemy shipping, air fields and harbor installations in the Manila-Cavite Area of Luzon. Task Force 38 is in fleet cruising disposition 3 William, fleet axis 120°(T). Fleet guide is Task Group 38.3 in station 1. Task Group 38.1 is in cruising disposition 5 Victor, axis 120°(T), course 265°(T), speed 20 knots.

Shortly after midnight, rendezvoused with ComTask Force 38, Vice Admiral McCAIN in U.S.S. WASP, which joined Task Group 38.1. Admiral McCAIN assumed tactical command of Task Force 38, relieving Rear Admiral SHERMAN, ComTask Group 38.3. Task Group 38.1 was designated guide of the fleet disposition.

At 0548 stood to Air Attack Stations for dawn alert; secured at 0648. At dawn the carriers launched planes for continued strikes at yesterday's targets. The carrier axis was rotated to 080°(T), within the formation axis which remained 120°(T), as set out in Annex Charlie to ComFirstCarTaskForPac Op-order 11-44.

Cruising formation 5 Roger at 0730.

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Strikes continued during the morning and until mid-afternoon. Unidentified aircraft were reported from time to time but until 1125 none approached close enough to be a threat to the force. At that time, however, Air Attack was sounded and Condition "Zebra" was set. Almost immediately the unidentified planes which had caused the alert were found to be friendly, and at 1134 secured from Air Attack with the exception of the Anti-aircraft batteries, which set Condition Air Attack - Easy.

U.S.S. BRUSH alongside at 1208 to transfer patients. At 1631 U.S.S. SWENSON alongside to receive gunnery equipment.

Following radio orders of ComThird Fleet, the Task Groups began retiring in the late afternoon on courses which will take them to 15°-30' N, 127°-30' E at 0600 tomorrow morning.

15 NOVEMBER 1944

0800 Position

15°-39.4' N
127°-44.7' E

1200 Position

15°-02.7' N
128°-41.9' E

2000 Position

13°-43.1' N
130°-37.0' E

Proceeding as directed by dispatch of ComThird Fleet dated 11 November 1944 to 15°-30' N, 127°-30' E. At 0533 stood to General Quarters Stations for dawn alert; secured at 0633.

Task Group 38.3, in accordance with instructions contained in the dispatch referred to above, left at 0600 for Ulithi Atoll, by direct route. Task Groups 38.1 and 38.4 have been directed to proceed to 11°-50' N, 132°-10' E where, at 0700 tomorrow, a rendezvous will be made with Task Group 38.2 and with units of Task Group 30.7 for fueling.

At 1018 rotated formation axis to 080°(T). Maneuvered as required by routine carrier flight operations while proceeding to rendezvous point.

16 NOVEMBER 1944

0800 Position

11°-53.9' N
132°-05.0' E

1200 Position

12°-02.0' N
132°-43.6' E

2000 Position

12°-52.2' N
133°-46.0' E

At dawn rendezvoused with fueling group. U.S.S. KENNEBAGO assumed formation guide at 0617. Station units zig-zagged independently on station while waiting to fuel, and the heavy ships fueled destroyers, this ship fueling the U.S.S. BOYD and SPENCE.

Alongside the U.S.S. CHIKASKIA at 0900; fueling course 075°(T), speed 10 knots. While this ship was fueling, the U.S.S. MUGFORD came alongside the port quarter for the transfer of personnel. At 0959 the U.S.S. LEWIS HANCOCK came alongside our port quarter to deliver mail.

Fueling was completed at 1121, this ship having received 10,837 barrels of fuel oil. Resumed station in disposition. U.S.S. 9

SECRETWAR DIARY

SWENSON alongside to deliver mail at 1229.

At 1335 U.S.S. HORNET and escorts left this task group and joined Task Group 38.4. There now remain in Task Group 38.1 the following carriers: WASP, YORKTOWN and COWPENS.

Upon completion of fueling operation, Task Groups, 38.1, 38.2 which had joined the force in the early morning, and 38.4 departed from the fueling area and steamed toward operating area extending south and west of 13°-55'N, 132°-47'E.

17 NOVEMBER 1944

0800 Position

12°-59.9' N
131°-06.9' E

1200 Position

13°-20.1' N
131°-25.1' E

2000 Position

12°-47.9' N
130°-31.8' E

Operating in the western part of an area extending 150 miles west and 75 miles south of 13°-55'N; 132°-47'E. as directed by ComThird Fleet by radio on 16 November 1944. Task Group 38.1 is in cruising disposition 5 Roger, axis 080°(T), speed 18 knots on course 260°(T).

At 0750 the U.S.S. WASP, escorted by the U.S.S. COWELL, IZARD and CONNER left the formation to effectuate the transfer of ComTask Force 38 and staff to the U.S.S. HANCOCK. ComTask Group 38.1 in U.S.S. YORKTOWN has been directed to take tactical command of Task Force 38. U.S.S. WASP and escorts returned to the formation at 1115. At 1345 ComTask Force 38 in U.S.S. HANCOCK assumed tactical command of Task Force 38. Formation axis rotated to 060°(T) at 1415, and at 1553 formed cruising disposition 5 Roger Dog.

In the late afternoon, following orders of ComThird Fleet, Task Groups 38.1, 38.2 and 38.3 began steaming toward 13°-20'N, 129°-00'E where, at noon tomorrow, the force will meet units of Task Group 30.8 and will fuel.

18 NOVEMBER 1944

0800 Position

13°-14.3' N
128°-33' E

1200 Position

13°-00.2' N
129°-24.0' E

2000 Position

13°-48.3' N
127°-33.5' E

Steaming to fueling rendezvous at approximately 13°-20'N, 129°-00'E in company with Task Groups 38.2 and 38.4. The Task Groups are in fleet cruising disposition 5 X-ray, Task Group 38.2 is fleet guide on axis 060°(T). Task Group 38.1 is in cruising disposition 5 Roger Dog, on formation axis 080°(T). Base course is 270°(T); fleet speed 18 knots. ComTask Force 38 is in U.S.S. HANCOCK; ComTask Group 38.1 is in U.S.S. YORKTOWN.

At 0527 stood to General Quarters Stations for dawn alert. Secured at 0627.

Shortly after nine o'clock ComBatDiv 8 assumed tactical command of Task Unit 38.1.2 and maneuvered the unit astern of the

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Date: 1946

SECRETWAR DIARY

carrier formation for gunnery exercises. Both 5"/38 Cal. and the machine gun batteries participated. Exercises were completed at 1047. Resumed station in formation.

At noon rendezvoused with with tankers. This ship did not fuel, but as other units were alongside tankers, the U.S.S. CONNER and CHARRETTE came alongside this ship and received fuel.

Pursuant to orders of ComTask Force 38, at 1506 the U.S.S. ALABAMA left this task group and reported to Task Group 38.4 for temporary duty. The U.S.S. OAKLAND left Task Group 38.4 and took the ALABAMA's station in this group.

Task Force 38 has been ordered by ComThird Fleet to proceed to 16°-00'N; 124°-00'E, where at dawn tomorrow strikes will be launched against Japanese shipping, aircraft and installations in the Luzon-Mindoro Areas of the Philippines. Hence, at 1600 fleet course was changed to 295°(T) and speed increased to 25 knots for the approach to the strike position.

19 NOVEMBER 1944

0800 Position

15°-43.1' N
123°-27.3' E

1200 Position

15°-45.0' N
123°-44.4' E

2000 Position

15°-36.7' N
125°-00' E

Steaming to strike position at 16°-00'N; 124°-00'E.

At 0133 the U.S.S. YORKTOWN reported an unidentified aircraft bearing 200°(T), range 30 miles, closing the formation. A night fighter was reported in the vicinity of the unidentified plane. The Task Group Commander released batteries at 0140, as the "bogies" continued to close. At 0144 executed 90° emergency turn. The night fighter having been instructed to keep clear, this ship opened fire on the enemy plane with 5" battery. The plane reversed it's course immediately and began opening range. At 0149 executed turn to 295°(T). The night fighter resumed pursuit of the enemy plane and at 0210 shot down an "Emily", 61 miles from the formation.

All hands stood to Air Attack Stations for dawn alert at 0549; secured at 0653, when no enemy aircraft appeared.

Our carriers began launching the fighter sweep, followed by the first strike at dawn. All ships were maneuvered to conform to their operations.

At 0653 formation axis was rotated to 060°(T).

Strikes continued to be launched and recovered throughout the morning and afternoon.

At 1255 the U.S.S. HANCOCK reported by high frequency radio that a fire on her flight deck would necessitate it's being out of operation for about 20 minutes.

At 1717 an unidentified plane was reported bearing 307°(T), distance 42 miles. All hands stood to Air Attack Stations at 1718. As an attack did not develop, secured from Air Attack at 1752; however in the Gunnery Department, two watches were left on station, in order that all anti-aircraft batteries would be fully manned.

Formation speed was increased from 17 to 25 knots at 1807, and at 1811 the U.S.S. BLUE reported to the Task Group Commander

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that some of her forecastle plates were buckling and that she was taking water in the bow. As a result, speed was reduced to 22 knots.

Several groups of "Bettys" were reported in the vicinity during the early evening. At 1824 various units of Task Group 38.3 were observed firing.

Executed emergency course changes as directed by O.T.C. At 1915 after all contact with enemy planes had been lost, set Condition III.

Upon orders of ComThird Fleet, Task Groups 38.1, 38.2 and 38.4 are retiring from strike area and proceeding to 16°-00'N, 132°-00'E to arrive by midnight tomorrow.

20 NOVEMBER 1944

0800 Position

15°-36.5' N
129°-01.4' E

1200 Position

16°-27.4' N
129°-49.8' E

2000 Position

16°-45.8' N
130°-59.1' E

Steaming in cruising disposition 5 Victor Dog. At sunrise formed cruising disposition 5 Roger Dog. At 0900 U.S.S. OAKLAND, BOYD, BROWN and COWELL left the formation, pursuant to ComTaskFor Thirty Eight orders, the OAKLAND to report to Task Group 38.4 and the PASADENA, DYSON, THORNE, WILLS and MC CALL joined this Task Group all on permanent duty except the PASADENA and MC CALL which are assigned to Task Group 38.1 only temporarily.

During the afternoon the carriers and an escort of destroyers left the formation and conducted gunnery exercises.

Carriers conducted routine flight operations during the day, launching and recovering Combat Air Patrol and Anti-Submarine, Anti-Snooper Patrol.

21 NOVEMBER 1944

0800 Position

14°-33.0' N
130°-46.1' E

1200 Position

14°-37.5' N
131°-22.0' E

2000 Position

14°-14.6' N
131°-58.0' E

Steaming toward rendezvous with fueling group. Rendezvous effected at dawn; fueling exercise commenced at 0817. At 0830 went along port side of U.S.S. CHIKASKIA and began receiving fuel. Fueling course is 080°(T), speed 10 knots. Cast off from tanker at 1145, after receiving 1,069 barrels fuel oil. All ships zig-zagged independently on station prior to and upon completion of fueling. Fueling exercises were completed at 1400 and cruising disposition 5 Roger was formed immediately.

Pursuant to orders of ComThird Fleet at 1421, U.S.S. BOSTON and PORTLAND with escorting destroyers were detached from the task group and proceeded on assigned duty. At 1458 formation axis was rotated to 060°(T); fleet course 045°(T); speed 16 knots.

Vice Admiral W.A. LEE, CombatPac, transferred his flag from U.S.S. WASHINGTON to U.S.S. SOUTH DAKOTA.

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By J.A. FROV, Date 1/16

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Continued on various courses as directed by O.T.C. The Task Groups are proceeding to an area at about 14°N, 132°E and will operate there until further orders are received.

22 NOVEMBER 1944

0800 Position

13°-13.9' N
132°-22.3' E

1200 Position

13°-29.0' N
131°-26.4' E

2000 Position

13°-07.0' N
130°-33.0' E

At 0902 received U.S.S. DYSON along port quarter for transfer of U.S. Mail. Rear Admiral G.B. DAVIS, ComBatDiv 8 assumed tactical command of Task Unit 38.1.2 and DesDiv-122 at 0925 and maneuvered the ships under his command into position for 5" and machine gun firing which was conducted during the morning.

In the afternoon, this ship and the U.S.S. ALABAMA conducted gunnery exercises, firing the Main Battery. At 1330 all hands stood to General Quarters Stations for the exercise. The U.S.S. ALABAMA opened fire with her main battery at 1413, this ship acting as target ship. At 1529 this ship opened fire at the wake of the U.S.S. ALABAMA. Exercise was completed at 1552. Secured from General Quarters, and began maneuvering to take station in Task Group 38.1.

23 NOVEMBER 1944

0800 Position

13°-24.2' N
132°-53.2' E

1200 Position

12°-54.5' N
133°-47.1' E

2000 Position

11°-45.9' N
135°-40.9' E

Formation course is 065°(T); speed 18 knots. Carriers conducted routine patrol operations during the day. Gunnery exercises were held during the afternoon. During the exercises ComBatDiv 8 assumed tactical command of the battleships and their screen.

In general a course toward Ulithi Atoll is being followed, as ComThird Fleet has directed the Task Groups to enter port tomorrow.

24 NOVEMBER 1944

0800 Position

10°-14.9' N
133°-44.0' E

1200 Position

09°-37.5' N
139°-45.6' E

Steaming toward Ulithi Atoll, prior to entering port. Shortly after dawn conducted a short 5" battery test firing exercise. At 1053 the lookouts sighted land, identified as Pig Island, Ulithi Atoll, bearing 060°(T). Launched two aircraft for anti-submarine shortly after 1130. Made preparations to enter port.

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By: JKA
Date: 1/16

At 1259 stood to Air Attack Stations for entry into the lagoon. Entered Mugai Channel at 1334 and at 1427 anchored in Berth #6 Urushi Anchorage, Ulithi Atoll.

Set the Port War Watch and began following normal port routine; made preparations to receive tanker to port. At 1535 U.S.S. NANTAHALA alongside. Fueling was completed at 1733. Normal drill and recreations schedule will be followed as permitted by fueling and provisioning requirements. Administrative SOPA is ComSeron 10 in the PRAIRIE. Condition III is set in the Gunnery Department each morning and evening for an hour preceeding sunrise and following sunset.

25 - 30 NOVEMBER 1944

Anchored as before. Following normal port routine as permitted by availability, provisioning schedule, and conditions of readiness. Making routine repairs and machinery overhaul in preparation for further operations at sea.

25 NOVEMBER 1944

Assumed radar guard at 0800. Conducted diving operations during morning to repair paravane gear. Transferred empty powder cans to LCI alongside. Received aboard 40 rounds of catapult service charges. Began receiving stores.

26 NOVEMBER 1944

Our planes flew anti-submarine patrol missions during the day. Continued receiving stores and provisions. Received RANIER alongside to port for transfer of ammunition; received: 200 rounds - Flashless 5" powder; 410 rounds - 5"/38 Cal. projectiles, Mk. 32, Mod. 40; 50 rounds - 5"/38 Cal. projectiles, AA Common; 8,000 rounds - 40MM, HEIT; 2000 rounds - 20MM, HEI; 6 - 100lb bombs, AN-30 with 6 fuses; 75 - Mk. 42, Mech. time fuses; 40 - catapult service load charges.

27 NOVEMBER 1944

Planes flew anti-submarine patrol missions. Assumed radar guard at 0800. Conducted flight operations for radar tracking drill during forenoon. At 1310 an unidentified plane was detected by radar bearing, 065°(T), distance 38 miles. The plane continued to approach the Atoll, and at 1418 all hands stood to Air Attack Stations. The aircraft was identified as friendly; and at 1422, secured from Air Attack. At 1559, pursuant to orders of ComThird Fleet, set Condition III in the Gunnery Department. Conducted operation to qualify divers during the afternoon.

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SECRET

U.S.S. MASSACHUSETTS

WAR DIARY

28 NOVEMBER 1944


Aircraft conducted routine training flights. Diving operations for qualification made during the afternoon from the port quarter.

29 NOVEMBER 1944

Provisioning ship operations.

30 NOVEMBER 1944

Aircraft flew anti-submarine patrol missions. At 1920 received word from ALABAMA that a whaleboat had been swamped astern of her and that a number of men were in the water. Turned on searchlights and sent boats to assist in recovering men who were from MILLER and OWENS.

SUBMITTED: 

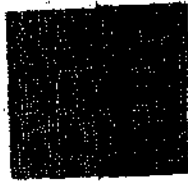
P.S. SAVIDGE, Jr.,
Commander, U.S. Navy,
Navigator.

APPROVED: 

W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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By JKA/NOVA, Date 1/16/98

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By: JAX Date: 10/16



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U.S.S. MASSACHUSETTS 60/ahc

CONFIDENTIAL

WAR DIARY

1 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	6° 39.4' N.	6° 26.0' N.	5° 04.0' N.
Long.	141° 27.9' E.	142° 28.5' E.	144° 11.8' E.

Steaming in company with Task Force 58, U.S.S. MASSACHUSETTS assigned to Task Group 58.3 (Carrier Task Group), organization as follows:

Carrier Task Group Three (Task Group 58.3)

(a) Carrier Unit (Task Unit 58.3.5) -- Rear Admiral GINDER

YORKTOWN (F)	(Air Group 5)	
LEXINGTON (FF)	(Air Group 16)	(CTF 58, Vice Admiral
LANGLEY	(Air Group 32)	MITSCHER)
PRINCETON	(Air Group 23)	

(b) Support Unit (Task Unit 58.3.1) -- Vice Admiral LEE

(1) Battleships (Task Unit 58.3.12)

BatDiv 8 (Temp.) -- Rear Admiral DAVIS

U.S.S. MASSACHUSETTS (F)
U.S.S. NORTH CAROLINA (FF)

BatDiv 9 -- Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)
U.S.S. ALABAMA

(2) Cruisers (Task Unit 58.3.13) -- Rear Admiral OLDENDORF

LOUISVILLE (F)
PORTLAND
INDIANAPOLIS
CANBERRA
SAN JUAN

72998 **FILMED**

(58)

Recorded

CONFIDENTIALWAR DIARY(c) Screening Unit (Task Unit 58.3.4) -- Captain HigginsDesRon 6 -- Captain Higgins

MAURY	GRIDLEY
CRAVEN	McCALL
CASE	

DesDiv 28 -- Commander BECK

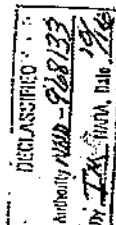
BANCROFT	EDWARDS
CALDWELL	FRAZIER
MEADE	

DesRon 23 -- Commander CAVENAGH

STANLEY	CONVERSE (F)
C. F. AUSBURNE	SPENCE
DYSON	THATCHER

RearAdmiral GUNDER, U.S. Navy, Task Group Commander in U.S.S. YORKTOWN. Immediate Superior in Command, Vice Admiral MITSCHER in U.S.S. LEXINGTON, Commander Task Force 58.

Task Group en route to initial point for air bombardment of Woleai Island by combined Task Force 58. At 0629 U.S.S. MASSACHUSETTS relieved U.S.S. ALABAMA of plane rescue duty, planes on readiness of 15 minutes' notice throughout the day. Carriers commenced launching initial strikes, ASP and CAP patrols. Maintained continuous flow of strikes toward the target. 0955 Formed cruising formation 5-Roger, having been in battle formation 5-Victor-Nan carried over from 31 March 1944. MASSACHUSETTS in station 4.5040 on axis 075° (T), course 130° (T). Made various courses and speeds to conform with flight operations. 1027 U.S.S. CONVERSE reported and investigated object in water bearing 008° (T), distance 5 miles. Object was small Japanese boat with two occupants, who were made prisoners of war and boat sunk. 1156 U.S.S. CABOT and aircraft over target area reported sighting 16 Japanese aircraft, type "Betty". 1159 Formed battle formation 5-Victor-Nan. Went to Air Defense stations and set Material Condition Zebra. Aircraft in target area reported fighter shooting down

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Japanese aircraft that were airborne. 1325 U.S.S. NORTH CAROLINA left station with U.S.S. CASE, McCALL, and GRIDLEY as screening vessels to fuel U.S.S. STANLEY, who was low on fuel. Screens ordered out to circle six by O.T.C. 1354 Set Condition of Readiness II-Able as imminence of an air attack improbable. 1428 U.S.S. NORTH CAROLINA and destroyers regained formation and took up old assigned stations. 1519 Operations against Woleai Island completed. Commenced retirement to southward to fueling rendezvous and to base to eastward. Set fleet course 160° (T). Speed 22 knots. 1920 Set condition of radar silence #3. Carriers have radar guard duties. Secured from plane rescue duty at sunset.

2 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 34.0' N.	0° 38.5' N.	0° 17.3' N.
Long.	145° 24.9' E.	146° 09.7' E.	147° 25.7' E.

Steaming as before, retiring to base after aerial bombardment of Palau, Yap, and Woleai Islands, on fleet course 160° (T) at fleet speed 22 knots. 0808 Formed cruising formation 5-Roger. 1051 U.S.S. NORTH CAROLINA reported unidentified aircraft at 240° (T), 94 miles, and later identified as friendly. 1024 Changed fleet course to 130° (T). 1204 Commenced fueling operations in formation 5-Roger on fueling course 105° (T) at fueling speed 10 knots. Vessels not engaged in fueling destroyers zig-zag on station independently. Delivered to the below listed vessels the quantity of fuel indicated, at 60° F.

U.S.S. CASE -- 71,410 gallons
 U.S.S. FRAZIER -- 87,390 gallons
 U.S.S. CALDWELL -- 89,980 gallons.

1905 Fueling operations completed. Changed fleet course to 100° (T) and fleet speed to 16 knots. 2240 U.S.S. CONVERSE reported possible submarine contact and lost contact at 2255.

3 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 10.6' S.	0° 20.1' S.	0° 36.8' S.
Long.	150° 11.2' E.	151° 07.8' E.	152° 04.2' E.

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Steaming as before, retiring to base after aerial bombardment of Palau, Yap, and Woleai Islands. Numerous unidentified aircraft reported throughout the day, all identified as friendly. Weather generally overcast throughout the day. Carriers maintained CAP and ASP patrol until about 1500, when all planes were recalled due to weather front. Remained in weatherfront for the rest of the day.

4 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 10.0' S.	1° 11.0' S.	0° 08.0' S.
Long.	156° 15.7' E.	156° 44.7' E.	158° 18.2' E.

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands, after aerial bombardment of Palau, Yap, and Woleai Islands. Remained in weather front throughout the day. Due to weather, CAP and ASP patrols were grounded. 0848 Changed course to 090° (T). 1200 Changed course to 060° (T). Fleet speed throughout the day 17 knots and zig-zagging using plan 6 during daylight period.

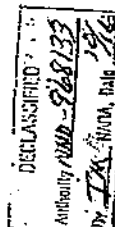
5 April 1944 (East Longitude Date)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 32.2' N.)	2° 03.0' N.)	3° 06.0' N.)
Long.	160° 42.7' E.) E.P.	161° 28.0' E.) E.P.	163° 18.8' E.) E.P.

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands, after aerial bombardment of Palau, Yap, and Woleai Islands. Overcast weather with frequent line squalls persisted throughout the day. All aircraft grounded due to uncertain weather. No navigational observations possible throughout the day. 1830 Changed course to 050° (T). 1946 Changed course to 055° (T).

5 April 1944 (West Longitude Date)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	4° 46.0' N.	5° 21.9' N.	6° 33.8' N.
Long.	165° 38.9' E.	166° 34.6' E.	167° 54.3' E.

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Steaming as before, retiring to base at Majuro Atoll, Marshall Islands, after aerial bombardment of Palau, Yap, and Woleai Islands. Weather continued overcast until about 1400, when observations of the sun were possible. All aircraft continued to be grounded throughout the day. At 0000 changed time and date to correspond to that of zone /12. At 0900 Commander Task Force 50 directed task group commanders to proceed to port independently, order of entry 58.2, 58.3, and 58.1. Changed course to 040° (T). 1430 Changed course to 035° (T). 1505 Changed course to 030° (T). 1700 Changed course to 075° (T).

6-7 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	7° 26.7' N.	Entering and at anchor in Berth 76,	
Long.	170° 36.8' E.	Majuro Atoll, Marshall Islands.	

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands group, after aerial bombardment of Palau, Yap, and Woleai Islands. Carriers launched aircraft for ASP, relieved by battleship aircraft when entry into port was ordered at 0900. Order of entry, carriers, battleships, cruisers, and destroyers. Recovered aircraft upon anchoring. Conducted test of Mark 32-10 fuzes, expending the following ammunition:

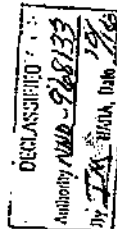
24 projectiles 5"/38 cal. AA Com. Mk. 35 with a Mk. 32 fuze.
 24 charges, 5"/38 caliber:
 14 SPD 4744
 9 SPD 4977
 1 SPD 4937.

At 1219 passed channel entrance buoys abeam to port and starboard, proceeding on various courses at various speeds approaching anchorage. At 1313 anchored in Berth 76, Majuro Atoll, Marshall Island Group. Set the port war watch and normal port routine, Material Condition X-ray during daylight hours and Yoke during the hours of darkness. Ship placed on six hours' readiness for getting underway. Radar guard duty as assigned by ComBatPac. Senior Officer Present Afloat is ComCenPac in U.S.S. NEW JERSEY. SOPA administrative is ComSerRon TEN in U.S.S. PRAIRIE. Commenced routine schedule of ship's maintenance and repair, training and recreation of personnel. Commenced readiness for sea routines. At 1842 U.S.S. SARANAC came alongside to starboard and commenced

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U.S.S. MASSACHUSETTS

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WAR DIARY

delivering fuel at 1905. At 2318 completed fueling, having received 1,308,342 gallons of burnable fuel at 60° F.

On 7 April U.S.S. SARANAC cleared starboard side, fueling operations having been completed. Commenced provisioning ship to required 90 day supply. Ship placed on 24 hours' readiness for getting underway by CTG 58.3.

Submitted:

Carlson
D. CARLSON,
Commander, U.S. Navy,
Navigator.

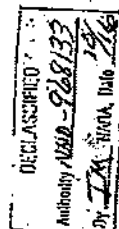
Approved:

T. D. Rudbeck
T. D. RUDBECK,
Captain, U.S. Navy,
Commanding.

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II-Able. At 1105 placed aircraft in Condition of Readiness II for Aircraft Rescue Duty. At 1517 catapulted plane #01413 for aircraft rescue mission, pilot Lieutenant C. C. AINSWORTH, U.S.N., passenger MOUDY, D. L., ARM lc, 410-75-98, U.S.N.R., to attempt rescue of pilot shot down over TRUK ATOLL by anti-aircraft fire. At 1712 recovered plane #01413, returned from rescue mission, having picked up Lieut. (jg) C. L. LOFTIN, U.S.N.R., 1.5 miles northeast of UDOT ISLAND in the lagoon of TRUK ATOLL in range of enemy anti-aircraft batteries. 1830 All air strikes recovered and operation against TRUK completed. Commenced retirement on course 040° (T) at speed 18 knots. At 1900 unidentified aircraft in vicinity near own aircraft being recovered prior to sunset. At about 1914 observed aircraft dive out of clouds on U.S.S. LEXINGTON and release bomb and retire to westward. Bomb fell short of vessel's port side, about 100 yards. Aircraft taken under fire by the U.S.S. LEXINGTON. U.S.S. MASSACHUSETTS guns could not bear on target. Aircraft identified as a Japanese dive-bomber, type "Kate" or "Val". 1915 Went to Air Defense stations and set Material Condition Zebra. U.S.S. ENTERPRISE launched two night fighters which proceeded to TRUK area. At 2034 set Condition of Readiness II and Material Condition Yoke. At 2119 changed course to 090° (T). At 2140 U.S.S. ENTERPRISE recovered two night fighters. At 2141 changed course to 030° (T). At 2300 changed course to 140° (T), proceeding to area of operations for Dog plus two day, surface bombardment of PONAPE ISLAND by battleships.

Submitted:

D. Carlson
D. CARLSON,
Commander, U.S. Navy,
Navigator.

Approved:

W. W. Warlick
W. W. WARLICK,
Captain, U.S. Navy,
Commanding.

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U.S.S. MASSACHUSETTS

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WAR DIARY

8-12 April 1944

Moored in berth #76, Darritt Anchorage, Majuro Atoll of the MARSHALL ISLAND group. The Port War Watch is set and Material Condition Yoke from sunset to sunrise, and Material Condition X-ray from sunrise to sunset. The ship is in readiness for getting underway on twenty-four hours' notice. Radar guard as directed by ComBatPac. Senior Officer Present Afloat is ComCenPac in U.S.S. NEW JERSEY, and Administrative SOPA is ComSerRon TEN in the U.S.S. PRAIRIE. U.S.S. MASSACHUSETTS assigned to Task Group 58.3, Task Group organization as follows:

Carrier Task Group Three (Task Group 58.3)

(a) Carrier Unit (Task Unit 58.3.5), Rear Admiral Ginder

YORKTOWN (F)	(Air Group 5)
LEXINGTON (FF)	(Air Group 16) (CTF 58, Vice Admiral MITSCHER)
LANGLEY	(Air Group 32)
PRINCETON	(Air Group 23)

(b) Support Unit (Task Unit 58.3.1), Vice Admiral LEE, Jr.

(1) Battleships (Task Unit 58.3.12)

BatDiv 8 (Temporary), Rear Admiral DAVIS

U.S.S. MASSACHUSETTS (F)
U.S.S. NORTH CAROLINA (FF)

BatDiv 9 -- Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)
U.S.S. ALABAMA

(2) Cruisers (58.3.13), Rear Admiral OLDENDORF

LOUISVILLE (F)
PORTLAND
INDIANAPOLIS
CANBERRA
SAN JUAN

DECLASSIFIED
Authority: 12828-928133
Dr. J.A. NIDA, Date: 1/18/86

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(c) Screening Unit (Task Unit 58.3.4) -- Captain HIGGINS

DesRon 6 -- Captain Higgins

MAURY
CRAVEN
McCALL
GRIDLEY
CASE

DesDiv 28 -- Commander Beck

BANCROFT (F)
CALDWELL
EDWARDS
FRAZIER
MEADE

DesRon 23 -- Commander Cavenagh

STANLEY
C. F. AUSBURNE
DYSON
CONVERSE (F)
SPENCE
THATCHER

Task Group Commander, Rear Admiral GINDER in U.S.S. YORKTOWN, and
Immediate Superior in Command Vice Admiral MITSCHER in U.S.S.
LEXINGTON, Commander Task Force 58.

Ship carrying on normal port routine, upkeep, maintenance
and repair commensurate with 24 hour readiness restriction.
Provisioning ship, taking on ammunition, stores, and fuel and
making all preparations for operations at sea. Carrying on routine
training and instruction of crew and granting recreation when
possible.

On 8 April at 1155, after completion of drills and personnel
and ship inspection by Captain T. D. RUDDOCK Jr., U.S.N., and
Captain W. W. WARLICK, U.S. Navy (prospective relief), all hands
were assembled aft for change of command ceremonies. Captain

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T. D. RUDDOCK, Jr., U.S. Navy, read his orders of detachment BB59/P16-4/00 dated 2 April 1944. Captain W. W. WARLICK, U.S. Navy, read his orders as Commanding Officer, Pac-026-wt, P16-3/OK, Serial 1913, dated 31 March 1944, and relieved Captain T. D. RUDDOCK, Jr., U.S. Navy as Commanding Officer of the U.S.S. MASSACHUSETTS.

On April 8, 1944, received the following ammunition from
ComSerRon TEN:

1722 projectiles, 5"/38 caliber, AA Common, Mk. 28
B.D. fuze.
558 charges 5"/38 caliber smokeless SPD 4960.
184 charges 5"/38 caliber flashless, SPD 5323.

The following ammunition was transferred to ComSerRon TEN:

139 charges 5"/38 caliber smokeless, SPD 4977 -- defective cases.

On April 11, 1944 shifted berths to conduct anti-aircraft machine gun practice at towed sleeve while at anchor during forenoon and 5"/38 caliber practice at towed sleeve during afternoon. Returned to regular anchorage, berth #76, at 1653. Expended the following ammunition:

2,267 cartridges, 40 MM.
4,350 cartridges, 20 MM.
148 projectiles, 5"/38 caliber AA Common Mk. 18 fuze.
149 charges 5"/38 caliber SPD 4747.

On 12 April received the following ammunition from the U.S.S. LASSEN:

148 projectiles, AA Common Mk. 28 fuze, 5"/38 caliber.
43 projectiles, AA Common Mk. 32 fuze, 5"/38 caliber.
150 charges 5"/38 caliber, SPD 5206.
360 cartridges, H.E.I., 20 MM.

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13 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	At anchor, Berth #76, Majuro Atoll,		7° 10.8' N.
Long.	Marshall Islands.		169° 54.5' E.

Anchored as before. 1145 Completed all preparations for getting underway. At 1201 underway in accordance with Commander Task Force 58 sortie plan and Commander Task Group 58.3 sortie plan to carry out Commander Task Force 58 Operation Plan no. 5-44 dated 9 April 1944 and Commander Task Group 58.3 supporting Operation Order R-1-44 dated 11 April 1944. U.S.S. MASSACHUSETTS assigned to Task Group 58.3.

Task Group Organization

Carrier Task Group Three (TG 58.3)

(a) Carrier Unit (Task Unit 58.3.5), Rear Admiral REEVES.

ENTERPRISE (F)	(Air Group 10)
LEXINGTON (FF)	(Air Group 16) (CFF 58, Vice Admiral MITSCHER)
LANGLEY	(Air Group 32)
PRINCETON	(Air Group 23)

(b) Support Unit (Task Unit 58.3.1), Vice Admiral LEE.(1) Battleships (Task Unit 58.3.12)BatDiv 8 (Temporary) -- Rear Admiral G. B. DAVIS.

MASSACHUSETTS (F)
NORTH CAROLINA (FF)

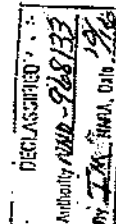
BatDiv 9 -- Rear Admiral HANSON.

SOUTH DAKOTA (F)
ALABAMA

DECLASSIFIED
Authority: NND-928733
By: JAK/MLA, Date: 12/16/96

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PORTLAND
CANBERRA(c) Screening Unit (Task Unit 58.3.4) -- Captain S. R. CLARK.DesRon 23 -- Captain T. B. DUGAN.DesDiv 45CHARLES AUSBURNE (SF)
A. W. GRANT
DYSONDesDiv 46CONVERSE (F)
SPENCE
THATCHERDesRon 50DesDiv 99C. K. BRONSON (SF)
COTTEN
DORTCH
GATLING
HEALYDesDiv 100COGSWELL (F)
CAPERTON
INGERSOLL
KNAPP

Commander Task Group 58.3 is Rear Admiral J. W. REEVES, Jr., U.S. Navy and Immediate Superior in Command Vice Admiral M. A. MITSCHER, U.S. Navy.



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At 1350 upon clearing swept channel formed cruising formation 5-Roger on course 060° (T) and axis 075° (T), U.S.S. MASSACHUSETTS in station 4225. At 1435 changed course to 265° (T) to proceed to station in fleet disposition 5-Tare on fleet course 255° (T), fleet axis 075° (T), at fleet speed 15 knots. Task Group 58.3 in station #1. At 1630 in station in fleet disposition 5-Tare. Changed fleet speed to 18 knots.

Ship in Condition of Readiness II-Sugar during daylight and II during darkness. Material Readiness Yoke is set. Aircraft Readiness #9, Radar Silence #5 during daytime and #4 during darkness.

U.S.S. MASSACHUSETTS and U.S.S. LEXINGTON have radar guard "Easy" on even days.

14 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 43.4' N.	5° 15.0' N.	4° 01.9' N.
Long.	167° 16.9' E.	166° 48.5' E.	165° 23.7' E.

Steaming as before, enroute to area to support operations of Task Force 77. At 0310 changed fleet course to 230° (T). During hour before sunrise held radar training exercise Two-Easy, destroyer acting as target vessel. At 1048 formed battle formation 5-Victor, U.S.S. MASSACHUSETTS in station 4.5220, U.S.S. ENTERPRISE guide at center bearing 115° (T), distance 4,500 yards. Formation maneuvered for drill by O.T.C. during simulated air dive bombing attacks by carrier planes. 1222 Formed cruising formation 5-Roger on fleet course 230° (T), formation axis 075° (T). Guide in U.S.S. ENTERPRISE bearing 120° (T), distance 4,000 yards. 2031 U.S.S. ENTERPRISE reported man overboard. Man recovered by U.S.S. SPENCE at 2055. At 2100 set all clocks back one (1) hour to conform with zone /13 (Love) time with zone /12 date.

16 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 50.0' N.	1° 03.0' N.	0° 13.5' N.
Long.	162° 31.1' E.	162° 10.4' E.	160° 34.8' E.

Steaming as before enroute to area to support operations

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U.S.S. MASSACHUSETTS

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WAR DIARY

of Task Force 77. At 0000 put the clocks ahead 24 hours to conform with zone -11 (Love) time and date. During daylight hours carrier aircraft maintaining A.S.P. and C.A.P. At 0610 U.S.S. CONVERSE, target vessel for surface radar tracking exercise "II-Easy", rejoined formation. 0757 Formed battle disposition 5-Victor on course 230° (T) and axis 075° (T) to conduct exercise 12-Charlie. At 1158 fired machine guns to starboard at sleeves towed by carrier aircraft. 1206 Completed exercise 12-Charlie, having expended the following ammunition:

115 cartridges, 40 MM.

379 cartridges, 20 MM (75 H.E.T. and 304 H.E.).

1221 Formed cruising formation 5-Roger on fleet course 230° (T) and formation axis 075° (T); formation course 260° (T) to close TF 58. 1543 Changed course to 280° (T). 1717 Changed course to fleet course 230° (T); formation in position in fleet disposition. During afternoon held fighter director drill, U.S.S. MASSACHUSETTS controlling two runs. Made one interception and drill attack planes reached objective on second run. Communications with combat patrol very poor, possibly due to location of transmitting antenna and aircraft receivers.

17 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 15.1' S.	1° 18.5' S.	0° 45.6' S.
Long.	157° 46.1' E.	156° 51.0' E.	154° 46.3' E.

Steaming as before enroute to area to support operations of Task Force 77. Carriers maintaining C.A.P. and A.S.P. during daylight hours. Observing radar silence #4 during darkness and radar silence #5 during daylight. 0515 Changed fleet course to 280° (T). At 0847 formed battle formation 5-Victor to conduct exercise 12-A, machine gun practice. 1025 Sighted friendly PBY type plane, probably search plane from MUNDA, New Georgia Island, bearing 240° (T), on southerly course. 1121 Formed cruising disposition 5-Roger on completion of Exercise 12-A. During afternoon, battleships maintained A.S.P. patrol with each ship.

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U.S.S. MASSACHUSETTS

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launching one aircraft at 1210 and 1510. Made aircraft recoveries by Dog method at 1525 and 1820.

At 1506 formed battle formation 5-Victor to conduct Exercise 12-A. 1707 Commenced opening out on guide, maintaining present bearing 115° (T), to fire machine guns. U.S.S. PORTLAND shot down last available sleeve. Exercise 12-A completed for the day. 1743 Formed cruising formation 5-Roger on fleet course 280° (T) at fleet speed 17 knots. At 1830 set all clocks back one (1) hour to conform with zone -10 (King) time.

18 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 09.8' S.	0° 07.1' N.	0° 16.0' N.
Long.	151° 34.6' E.	150° 31.0' E.	148° 48.0' E.

Steaming as before enroute to area to support operations of Task Force 77. Carriers maintaining A.S.P. and C.A.P. during daylight hours. Ship observing radar silence #4 during darkness and radar silence #5 during daylight. At 0644 left station in formation 5-Roger and cleared screen to fire machine guns at towed sleeve, Exercise 12-A. 0713 Completed Exercise 12-A, having expended the following ammunition:

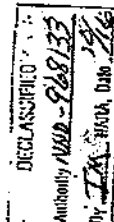
565 cartridges, 40 MM AA Common Mk. 1.
1,532 cartridges, 20 MM, H.E.
383 cartridges, 20 MM, H.E.T.

Resumed station in formation 5-Roger.

At 1135 launched one (1) aircraft for anti-submarine patrol and recovered by the Dog method at 1452.

At 1403 sighted unit of Task Unit 50.17 designated to fuel Task Group 58.3.

At 1519 U.S.S. ALABAMA reported unidentified surface contact bearing 243° (T) at 41,000 yards, later identified as carrier and escorts from Task Group 58.1. At 1634 U.S.S. NEOSHO, U.S.S.



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LACKAWANNA, and U.S.S. NESHANTIC joined formation and took stations assigned at center. U.S.S. NEOSHO designated guide at fleet center. Carriers shifted to new stations in modified formation 5-Roger with tankers present.

One unidentified aircraft during the day, which approached formation to about 70 miles. Fighters from U.S.S. LANGLEY vectored out and sighted aircraft but unable to close. Estimate disposition not sighted.

Easter during the day generally overcast with frequent showers and passing through heavy rain squalls.

19 April 1944

Steaming as before enroute to area to support operations of Task Force 77. Carriers maintaining A.S.P. and C.A.P. during daylight hours. Radar Silence 5 in effect during daylight and radar silence 4 in effect at night. 0345 C.T.G. 58.1 reported three unidentified aircraft bearing 333° (T), distance 61 miles, 71 miles from U.S.S. MASSACHUSETTS. U.S.S. HORNET of T.G. 58.1 launched two night fighters. Aircraft designated as Raid I. Went to Air Defense stations at 0405. Aircraft continued to close formation with no friendly identification. Night fighters vectored out and made contact and identified plane as friendly "Black Cat" PBV Catalina. After interception and gunfire by 58.1 aircraft showed proper identification. Planes were night patrols returning to base on course 150° (T) in direction of SEEDLER HARBOR, Admiralty Islands. 0613 Formed fueling formation 5-Fox, bent line screen ahead, followed by cruiser station unit, fueling unit, battleship unit, and carrier unit with 2,000 yards distance between units. Units not fueling zig-zagging independently. Fueling course 090° (T) at fueling speed 10 knots. Ships fueled were CA's, CVL's and DD's. 1150 Fueling exercise completed. U.S.S. NEOSHO, U.S.S. LACKAWANNA, and U.S.S. NESHANTIC cleared formation and proceeded as previously directed. Formed cruising formation 5-Love on course 290° (T) and axis 075° (T). During afternoon exercised Task Group in surface engagement, deploying from formation 5-Love into Battle Disposition Able-1 from U.S.F. 10-A. 1315 U.S.S. BATAAN fighters intercepted and shot down one enemy aircraft, type "Betty". 1457 Completed surface engagement exercise.

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Formed cruising formation 5-Roger on course 090° (T) and formation axis 075° (T). 1543 Changed fleet course to 275° (T) and changed fleet speed to 18 knots.

20 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 19.7' N.	1° 22.7' N.	1° 53.4' N.
Long.	145° 48.5' E.	143° 02.7' E.	140° 44.5' E.

Steaming as before enroute to area to support operations of Task Force 77. Carriers in company maintaining A.S.P. and C.A.P. during the daylight hours. Radar silence #4 in effect during darkness and radar silence #5 during daylight hours. At 0623 commenced topping off destroyers in formation 5-Roger on fleet course 275° (T) at fleet speed 10 knots and completed fueling operations at 0912, having fueled five destroyers. The U.S.S. FRAZIER had difficulty remaining alongside, as she lost both hose lines after receiving them the first time. On the second attempt, the forward fuel hose was destroyed beyond repair. Completed the fueling on the after hose. Until more hose is obtained, can only fuel with the after hose on the starboard side. Delivered the following fuel to the ships indicated at 60° F.:

U.S.S. McCALL	16,175 gallons.
U.S.S. CRAVEN	16,731 gallons.
U.S.S. MEADE	18,590 gallons.
U.S.S. BURNS	14,505 gallons.
U.S.S. FRAZIER	7,958 gallons.

At 0957 U.S.S. ENTERPRISE reported an unidentified aircraft bearing 315° (T), distance 50 miles and at 1012 U.S.S. COMPENS reported her fighters had shot down one (1) Japanese aircraft, type "Betty". At 1036 changed fleet speed to 15 knots and commenced forming fleet disposition 5-William, fleet course 275° (T), fleet axis 000° (T). 1052 U.S.S. CANBERRA reported sighting a submarine periscope 1,000 yards on her starboard beam. Set Material Condition Zebra and executed emergency turn to 035° (T). Contact proved to be false, floating log, resumed fleet course and set Material Condition Yoke. Rotated the formation axis to 000° (T). At 1120 changed

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fleet speed to 20 knots, commencing final run to objective, HUMBOLT BAY, New Guinea. At 1200 changed fleet course to 285° (T). At 1940 changed course to 185° (T). At 2130 Changed course to 180° (T).

21 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 28.9' S.	1° 45.6' S.	1° 32.4' S.
Long.	140° 24.0' E.	140° 49.7' E.	140° 50.6' E.

Steaming as before, making final approach to conduct preliminary air bombardment of Japanese WADKE ISLAND Air Base, HOLLANDIA Air Base, and shore installations in preparation of landing assault by Task Force 77 on D-day, 22 April 1944. Initial pre-dawn strikes delayed due to unfavorable weather. At 0655 weather cleared and all strikes were launched and air plan for day carried out as planned. U.S.S. MASSACHUSETTS conformed to movements of carriers in launching and recovery of aircraft throughout the day, making various courses and speeds. At 1806 all air strikes by Task Group 58.3 completed for D - 1 day. At 1846 set course 330° (T) at 18 knots for retirement during the early night and to avoid interception of Task Force 77.

22 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 22.3' S.	1° 19.9' S.	1° 40.2' S.
Long.	140° 33.5' E.	140° 54.8' E.	140° 54.0' E.

Steaming as before in area to northwest of HUMBOLT BAY, Netherlands New Guinea, in support of operations of Task Force 77, a landing at dawn this date, D-day, 22 April 1944, at Humbolt Bay and TANAH MERAH BAY, Netherlands New Guinea. Carrier aircraft to support operations as directed by Task Force 77 throughout the day. Commencing at 0618 carriers commenced launching aircraft for scheduled operations and to maintain ASP and CAP throughout the daylight hours. At 0602 assumed seaplane rescue duty. At 1100 U.S.S. ALABAMA and U.S.S. SOUTH DAKOTA left formation escorted

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by U.S.S. CAPERTON and U.S.S. INGERSOLL to fuel destroyers of Task Group 58.1. 1647 U.S.S. SOUTH DAKOTA and U.S.S. ALABAMA and escorts rejoined formation, detached duty completed. At 1653 commenced fueling operations in formation 5-Roger on course 335° (T) at 10 knots, BatDiv EIGHT fueling unit. 1828 completed fueling operations, having delivered the fuel indicated at 60° F. as follows:

U.S.S. KNAPP	39,306 gallons
U.S.S. COGSWELL	56,480 gallons.

Aircraft operations for D-day completed. Commenced retirement course 335° (T) at speed 18 knots, reversing course to 180° (T) at 0130 to be on station for Dog / 1 day operations in support of Task Force 77. Task Group 58.1 retired to fueling area at sunset.

23 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 44.2' S.	1° 57.8' S.	1° 27.0' S.
Long.	140° 28.9' E.	140° 12.5' E.	140° 18.1' E.

Steaming as before in area to northwest of HUMBOLT BAY, Netherlands New Guinea, in support of operations of Task Force 77, occupying the HOLLANDIA Area, New Guinea, retiring during the early night, changing course to southward to be in position for strikes at dawn on D / 1 day. Task Force 58.1 operating independently retiring to fueling area for fueling operations. Aircraft carriers maintained ASP and CAP throughout the daylight hours, augmented by aircraft from BatDiv 9. Steaming at various courses and speeds throughout the day in support of and conforming to carrier operations. 1905 U.S.S. ALABAMA reported unidentified aircraft bearing 320° (T), distance 30 miles. 1906 Unidentified aircraft bearing 190° (T), distance 27.5 miles. Went to Air Defense stations in preparation for a possible air attack. 1907 Formed battle formation 5-Victor in course 010° (T), axis 000° (T), U.S.S. MASSACHUSETTS in station 4.5225. 1916 U.S.S. LEXINGTON launched one night fighter. Unidentified aircraft tracked to

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HUMBOLT BAY area. 1924 Observed gunfire on horizon bearing 120° (T), possibly from Task Group 58.2 retiring to fueling area, having left disposition at sunset. Enemy aircraft retired to westward after attack on shore installations. 2142 Formed cruising formation 5-Roger on base course 340° (T), axis 000° (T), U.S.S. MASSACHUSETTS in station 2335. 2144 Secured from Air Defense, and set Condition of Readiness II. Commenced retirement to northwest to return to area of operations to westward (WADKE ISLAND) at dawn on D / 2 day.

24 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 23.9' S.	0° 54.8' S.	0° 58.0' S.
Long.	140° 24.5' E.	140° 22.6' E.	139° 54.0' E.

Steaming as before in area to northwest of HUMBOLT BAY in support of operations by Task Force 77. Targets assigned for D / 2 day fields and installations to westward of HUMBOLT BAY. Task Group 58.2 refueling in fueling area. Carriers maintaining air strikes, ASP and CAP throughout the daylight hours. BatDiv 8 augmenting the ASP patrol with two flights of two aircraft each flight. 1007 Sighted heavy black smoke on horizon bearing 015° (T), later identified as Japanese aircraft shot down by Task Group 58.1 fighter patrol. 1722 Formed battle formation 5-Victor and prepared for defense against air attack, CTF 58 reported air attack imminent. U.S.S. ENTERPRISE launched two night fighters. Four raids were tracked passing formation not closer than 20 miles, enroute to HUMBOLT BAY Area. Night fighters vectored out to intercept and shot down one aircraft. One night fighter, ammunition expended, intercepted nine (9) Japanese bombers and flew formation with them for several minutes, reporting enemy course and speed. Enemy aircraft retired to westward after probable attacks on HUMBOLT BAY area. At 2156 secured from Air Defense stations and set the watch, Condition of Readiness II. At 2232 formed cruising formation 5-Roger on course 090° (T), axis 000° (T), retiring to fueling area to fuel and to rendezvous with Task Group 58.2. Commander Task Force 77 reports air operations by Task Force 58 in support of landing operations no longer required.

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25 April 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 0° 04.6' N.	0° 47.4' N.	1° 14.7' N.
Long. 142° 17.5' E.	142° 20.7' E.	141° 39.2' E.

Steaming as before enroute to rendezvous with Task Group 58.2 and Task Unit 50.17 combined, to fuel commencing at sunrise. At 0624 sighted Task Unit 50.17 (six tankers plus escorts) bearing 309° (T), distance 13 miles. At 0715 formed fueling formation 5-Fox on course and axis 000° (T) at fueling speed 10 knots. Tankers in line of bearing normal to course in two lines of three each line, distance between lines 2,000 yards. Destroyers ahead in bent line screen. Carriers zig-zagging independently ahead of tankers and carriers not fueling zig-zagging astern of fueling line 4,000 yards. At 0826 received tow line from U.S.S. NEOSHO and commenced receiving fuel at 0835. During fueling the bridle line for after hose carried away. After hose was disconnected, the bridle line repaired and fueling resumed, causing about a fifteen minute delay on this hose. 1315 Completed fueling from NEOSHO, having received all the fuel available, about 1,000 barrels short of desired amount, amount of fuel received being 18,722 barrels at 60° F. At 1334 cleared side of NEOSHO and took station to port of U.S.S. NORTH CAROLINA on battleship zig-zag line 2,000 yards astern of the fueling line. ComBatDiv 8 O.T.C. for battleship zig-zag unit, U.S.S. MASSACHUSETTS designated unit guide. At 1632 fueling operations completed by all units of Task Group 58.3. Formed cruising formation 5-Roger on base course 315° (T), formation axis 000° (T). 1652 Set formation speed 18 knots. At 1829 changed formation course to 245° (T). Task Unit 50.17 proceeding independently as previously directed.

26 April 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 0° 00.5' N.	0° 37.4' N.	0° 23.0' N.
Long. 139° 07.4' E.	139° 57.6' E.	141° 58.6' E.

Steaming as before in area northwest of HOLLANDIA Area as covering force for Task Force 77. Carrier task groups operating independently in area. At 0700 changed fleet course to 060° (T). At 0800 lost fuel oil suction on #4 boiler, causing #4 shaft to slow. Other shafts increased to maintain speed. Casualty restored

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at 0810. At 0820 U.S.S. PRINCETON reported her fighters shot down one Japanese aircraft, type "Betty". At 0905 U.S.S. LANGLEY reported unidentified aircraft bearing 136° (T), distance 70 miles. PRINCETON fighters were vectored out to intercept and reported shooting down one Japanese aircraft, type "Dinah" at 1000. At 0950 U.S.S. KNAPP left formation to pick up survivors from Japanese plane shot down. At 1159 U.S.S. LEXINGTON reported her fighters shot down one Japanese aircraft, type "Betty". At 1201 changed fleet course to 095° (T). At 1202 U.S.S. KNAPP again left formation to pick up Japanese survivors. At 1217 U.S.S. DORTCH and U.S.S. GATLING left formation to proceed on special picket duty. At 1317 U.S.S. LEXINGTON fighters shot down a Japanese type "Betty" aircraft and U.S.S. GATLING directed to pick up survivors. At 1350 U.S.S. KNAPP rejoined formation, having picked up five (5) Japanese survivors, and went alongside U.S.S. LEXINGTON to deliver the prisoners. At 1353 U.S.S. SOUTH DAKOTA sighted a Japanese type "Betty" aircraft on the horizon bearing 200° (T), verified by this ship. 1402 U.S.S. LEXINGTON fighters shot down plane reported above. At 1423 U.S.S. GATLING directed to rescue one survivor from plane shot down at 1402. At 1930 changed fleet course left to 260° (T). At 2310 Task Group 58.2 reported surface contact 273° (T), distance 20.5 miles, identified as U.S.S. DORTCH and U.S.S. GATLING returning to formation from special picket duty.

27 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	$1^{\circ} 15.8' \text{ N.}$	$2^{\circ} 02.5' \text{ N.}$	$1^{\circ} 09.9' \text{ N.}$
Long.	$141^{\circ} 25.4' \text{ E.}$	$142^{\circ} 11.1' \text{ E.}$	$144^{\circ} 00.1' \text{ E.}$

Steaming as before in area to northwest of HUMBOLT BAY as covering force for Task Force 77. Carrier Task Group operating independently but in supporting distance. At 0035 U.S.S. DORTCH and U.S.S. GATLING rejoined formation and took stations previously assigned. At 0200 changed fleet course to 045° (T). Carriers maintained ASP and CAP throughout the daylight hours. At 1200 changed fleet course to 135° (T). At 1330 U.S.S. CAPEBON came alongside to starboard to deliver officer messenger mail, instructions for next operation and cleared side at 1343. This force is now on retirement course from area of operations in support of landing in HUMBOLT BAY Area, New Guinea, and proceeding to carry out operations, carrier air strike, on TRUK.

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28 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 05.8' N.	1° 18.1' S.	1° 26.3' S.
Long.	146° 51.0' E.	147° 13.4' E.	147° 16.8' E.

Steaming as before in company with Task Force 58 retiring to eastward from area of operations to northwest of HUMBOLT BAY, New Guinea, to rendezvous with Task Unit 50.17 for fueling prior to air bombardment of TRUK by carrier aircraft of Task Force 58. At 0545 U.S.S. MASSACHUSETTS plus U.S.S. CONVERSE and U.S.S. THATCHER left formation to proceed to SEADLER HARBOR, Admiralty Island Group, to rendezvous with U.S.S. INDIANA in accordance with instructions received from ComBatPac and orders of Commander Task Force 58. Set Course 160° (T), speed 21 knots. At 0828 changed course to 165° (T). At 1200 launched two aircraft for anti-submarine patrol and courier plane. At 1414 entered SEADLER HARBOR and anchored in berth #11 at 1437. At 1447 U.S.S. CONVERSE came alongside to starboard to fuel, and to receive ComBatDiv 8 and his staff for transfer to the U.S.S. INDIANA, anchored in the harbor. 1503 Commenced pumping fuel to the U.S.S. CONVERSE. At 1539 completed pumping fuel to the U.S.S. CONVERSE, having delivered 42,620 gallons at 60° F. At 1541 Commander Battleship Division EIGHT hauled down his flag in the U.S.S. MASSACHUSETTS and hoisted his flag in the U.S.S. INDIANA. At 1542 U.S.S. CONVERSE cleared starboard side and went alongside the U.S.S. INDIANA. At 1732 underway from berth 11, SEADLER HARBOR, in company with U.S.S. INDIANA, U.S.S. CONVERSE, U.S.S. THATCHER, U.S.S. PRITCHETT, and U.S.S. CASSIN YOUNG. 1816 Formed column on course 000° (T), order of ships U.S.S. INDIANA and U.S.S. MASSACHUSETTS with antisubmarine screen ahead, proceeding to rendezvous with Task Group 58.3. At 1850 changed course left to 350° (T). Speed 18 knots. At 2245 reported possible surface contact bearing 095° (T), 12,000 yards. At 2350 evaluated surface contact to be rain cloud.

29 April 1944 (East Longitude)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 50.9' N.	1° 32.8' N.	3° 11.6' N.
Long.	148° 54.0' E.	148° 54.0' E.	149° 26.7' E.

Steaming as before, proceeding to rendezvous with Task Group 58.3. At 0000 changed course right to 060° (T). At 0137 had

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surface contact bearing 041° (T), distance 32,000 yards, on course 350° (T) at speed of 25 knots. At 0210 lost contact bearing 010° (T) drawing left at range 34,000 yards. At 0635 sighted Task Group 58.3 on horizon bearing 100° (T), distance 20,000 yards. At 0652 joined Task Group 58.3 and was directed to resume old station 4225 in formation 5-Roger. Formation axis 000° (T) and formation speed 10 knots for fueling operations on fueling course 020° (T). At 0850 U.S.S. THATCHER came alongside to deliver mail and cleared side at 0902. At 1059 U.S.S. LEXINGTON reported two unidentified aircraft bearing 037° (T) and were shot down by Combat Air Patrol. Identified as Japanese aircraft, type "Betty". At 1333 fueling exercise completed. Tankers cleared formation. At 1406 rotated formation axis to 060° (T). Set fleet speed at 20 knots, steaming at fleet speed. At 1418 rotated fleet axis to 070° (T). Formed fleet disposition 5-Tare, on fleet axis 060° (T), fleet course 020° (T). Task Group 58.3 in station #1. At 1600 set all clocks ahead two hours to conform with zone -12 time. At 1904 U.S.S. HEALY came alongside to port to deliver officer messenger mail and cleared side at 1906. Task Force 58 enroute to initial point for launching of air bombardment of TRUK.

29 April 1944 (West Longitude)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	6° 07.1' N.	6° 39.0' N.	6° 32.3' N.
Long.	151° 05.8' E.	151° 37.4' E.	150° 29.8' E.

Steaming as before in company with Task Group 58.3 in Fleet Disposition 5-Tare, with Task Group 58.2 to the north and Task Group 58.1 to south, enroute to initial point to southwest of TRUK to launch air bombardments against that base. Fleet and formation speed 20 knots and fleet and formation course 020° (T). At 0000 set all clocks back 24 hours to conform with zone -12 time. Aircraft operations were delayed due to weather front. At 0715 unidentified aircraft in vicinity reported by Task Group 58.2. At 0717 weather cleared locally, commenced launching initial strike of fighter aircraft followed by bombers. U.S.S. PRINCETON maintained ASP and CAP throughout the day. Fighters enroute to target area reported groups of enemy fighters headed for formation.

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 BY: [signature]
 DATE: 10/14

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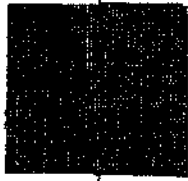
Identified as Japanese, type "Oscar". Group engaged and several shot down by our fighters. At 0810 went to Air Defense for air attack. Set Material Condition Zebra. At 0815 observed gunfire on port bow from Task Group 58.2 and destroyers of screen. Observed two aircraft fall as result of gunfire. Passed through heavy rain squall and on clearing a Japanese plane flew over formation and was taken under fire by the U.S.S. ENTERPRISE. U.S.S. MASSACHUSETTS could not fire due to bearing. Aircraft identified as Japanese type "Oscar". At 0816 formed battle formation 5-Victor to repel air attack. At 0843 gained control of the air. Formed cruising formation 5-Roger, set Condition of Readiness One-Easy. Throughout the day conformed to the maneuvers of the carriers in launching and recovery of air strikes and patrols. At 1303 set Condition of Readiness II-Able. At 1552 observed TBF crash in water off port bow, about 2,500 yards. U.S.S. INGERSOLL recovered survivors. At 1656 U.S.S. PRITCHETT came alongside starboard quarter and transferred Lieut. (jg) F. A. LEVINE, U.S.N.R., pilot of crashed plane from the U.S.S. LEXINGTON, for medical treatment. Patient under observation for possible skull fracture. 1959 Aircraft operations for the day completed. Set course 200° (T) for retirement during the early night and enroute to launching point for air operations against TRUK for D plus 1 day. This day was Dog Day.

30 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 58.2' N.	6° 30.1' N.	6° 52.9' N.
Long.	151° 27.7' E.	151° 49.3' E.	153° 24.4' E.

Steaming as before, enroute to initial point for Dog plus one day air strikes on TRUK. At 0001 U.S.S. BUNKER HILL reported unidentified aircraft bearing 033° (T), distance 34 miles, which faded from screen at 0022 bearing 304° (T), distance 34 miles. At 0030 U.S.S. LEXINGTON reported unidentified aircraft bearing 102° (T), 21 miles, on course 204° (T), speed 115, which faded from screen at 0035. At 0130 changed course to 335° (T) to head for initial point for launching of aircraft. At 0730 CruDiv FOUR left formation to carry out assigned task, bombardment of SATAWAN ISLAND. At 0755 unidentified aircraft bearing 048° (T), 28 miles, closing formation. Went to Air Defense stations and set Material Condition Zebra. Aircraft launchings delayed due to weather. At 0811 weather cleared. Carriers commenced launching initial strikes for second day air bombardment of TRUK. At 0847 secured from Air Defense stations and set Condition of Readiness

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1 May 1944

0800 Position

Lat. 06° 54.0' N.
Long. 155° 46.1' E.

1200 Position

07° 00.1' N.
157° 00.7' E.

2000 Position

07° 19.7' N.
158° 31.1' E.

Steaming in company with Task Force 58 assigned to Task Group 58.3, retiring from area to southwest of Truk Atoll, after completing a two day aerial bombardment of Truk, Japanese Mid-Pacific stronghold. Task Force enroute to base at Majuro Island Atoll, Marshall Islands via Ponape which will receive a surface bombardment by battleships and aerial bombardment by aircraft at 1530 this date, Dog plus two day. Task Group organization as follows:

Carrier Task Group Three (Task Group 58.3)

(a) Carrier Unit (Task Unit 58.3.5) - Rear Admiral Reeves

ENTERPRISE (F)	(Air Group 10)	
LEXINGTON (FF)	(Air Group 16)	(CTF 58 - Vice Admiral
LANGLEY	(Air Group 32)	MITSCHER)
PRINCETON	(Air Group 23)	

(b) Support Unit (Task Unit 58.3.1) - Vice Admiral LEE

(1) Battleships (Task Unit 58.3.12)

BatDiv 8 - Rear Admiral DAVIS

U.S.S. INDIANA (F)
U.S.S. MASSACHUSETTS
U.S.S. NORTH CAROLINA (FF)

BatDiv 9 - Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)
U.S.S. ALABAMA

(2) Cruisers (Task Unit 58.1.13) - Rear Admiral OLDENDORF

U.S.S. LOUISVILLE (F)
U.S.S. PORTLAND
U.S.S. CANBERRA

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CONFIDENTIALWAR DIARY(c) Screening Unit (Task Unit 58.3.4) - Captain S.R. Clark.DesRon 23 - Captain T.B. DuganDesDiv 45CHARLES AUSBURNE (SF) DYSON
A.W. GRANTDesDiv 46CONVERSE(F) THATCHER
SPENCEDesRon 50DesDiv 99C.K. BRONSON(SF) GATLING
COTTEN DORTCH
HEALYDesDiv 100COGSWELL (F) INGERSOLL
CAPERTON KNAPP
PRITCHETT CASSIN YOUNG

Commander Task Group 58.3 is Rear Admiral J.W. REEVES, Jr., U.S. Navy and immediate superior in command, Vice Admiral M.A. MITSCHER, U.S. Navy in the U.S.S. LEXINGTON.

Task Group 58.3 in cruising formation 5 Roger on base course 140°(T) at fleet speed 18 knots. Formation axis 070°(T). U.S.S. MASSACHUSETTS in station 4225. Task Force 58 in cruising disposition 5-Tare, axis 070°(T). Task Group 58.3 in station #1. Condition of radar silence #4 during darkness and #5 during daylight. Ship in Condition of Readiness II during darkness and II Able during daylight. At 0400 changed fleet course to 065°(T) and changed speed to 20 knots. Aircraft carriers maintaining ASP and CAP during daylight hours. At 0830 CruDiv 4 less the U.S.S. INDIANAPOLIS plus the U.S.S. CANBERRA rejoined formation having completed mission, bombardment of SATAWAN Island. At 0845 ComBatPac, Commander Ponape Striking Force was directed to proceed with bombardment of PONAPE Island. Battleships of Task Force formed cruising formation 1-Baker, line of bearing of division guides from right to left BatDiv 7, 8 and 9; surrounded by destroyer anti-submarine screen. Task Group designation 58.7, officer in tactical command, Vice Admiral LEE, U.S. Navy in U.S.S. NORTH CAROLINA, assigned tactically to BatDiv 8. Direction of formation course and axis 100°(T). Standard speed 15 knots, steaming at 18 knots. At 0923 U.S.S. CONNER reported sighting a mine on port quarter. 0946 Column left to 075°(T). At 0954 c/s to 23 knots and commenced approach for bombardment of PONAPE Island. 1238 U.S.S. NORTH CAROLINA reported sighting enemy aircraft on port bow of formation. Went to air defense stations

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and set Material Readiness Zebra. 1250 Plane identified as friendly. Set Condition of Readiness I Easy and material readiness Yoke. 1251 Land sighted by lookouts bearing 045°(T), distance 45 miles, identified as PONAPE Island. 1346 Battleship Division Commanders directed to take charge and carry out assigned mission in accordance with Commander Ponape Striking Force Operation Order 1P-44. BatDiv 8 plus destroyer escorts proceeded to initial point to arrive at 1530Y, How hour for the operation. At 1453 launched two planes for aircraft spots. 1530 How hour, commenced firing at Langar Island. At 1550 ceased fire. U.S.S. MASSACHUSETTS assumed counter-battery ready duty from 1550 to 1610. 1611 Commenced firing, target area to south of Ponape Town. At 1631 ceased fire, end of fire period three. At 1637 Commenced fire for fire period four. Observed destroyer on starboard bow dropping depth charges. 1643 Emergency ships left 180° to 040°(T). U.S.S. PRITCHETT and U.S.S. CASSIN YOUNG reported sight and sound contact on submarine. Commander Ponape Striking Force ordered cease fire as no suitable targets remained. Ammunition expended:

87 Projectiles, 16"/45 Cal., H.C. Mk. 13-1

87 Charges, 16ⁿ/45 Cal.

73 SPD 3633

13 SPD 3442

SPD 4815

29 Projectiles, 5"/38 Cal., AA Com., Mk. 28 with BDF 13

SPD 4747, 11 SPDN 3024

29 Charges, 5"/38 Cal., 1 SPDN 2868, 2 SPDN 4115, 1SPD 4977,
1 SPD 5026

1655 Commenced retirement from bombardment area. For detailed report of bombardment see Commanding Officer's Action Report, serial 0020, dated 17 May 1944. 1208 Secured from General Quarters and set Condition of Readiness II Able. Recovered two aircraft by the Charlie Method. Formed cruising formation 1-Baker and commenced retirement toward base at Majuro Atoll, Marshall Islands and rendezvous point with Task Force 58 on course 090°(T) at speed 18 knots. At 2353 changed speed to 20 knots.

2 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	07° 02.0' N.	07° 22.3' N.	06° 09.6' N.
Long.	161° 19.4' E.	161° 51.1' E.	163° 28.7' E.

Steaming as before in company with Task Group 58.7 in formation 1-Baker on course 090°(T) at speed 20 knots enroute to rendezvous with Task Force 58. At 0225 changed speed to 18 knots. At 0239 changed course to 115°(T). At 0333 changed speed to 17 knots. After daylight Task Group 58.7 dissolved, units rejoining previous assigned Task Groups. U.S.S. MASSACHUSETTS joined Task Group 58.3 and took previously assigned station 4225 in

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formation 5-Roger. BatDiv NINE joined Task Group 58.1 to fuel destroyers. During forenoon Task Force fueled destroyers on course 270°(T) at 10 knots. Fueled the following destroyers delivering the amounts indicated at 60°F.

U.S.S. THATCHER	49.210 gallons
U.S.S. SPENCE	50.405 gallons
U.S.S. DYSON	54,315 gallons
U.S.S. GRANT	33,640 gallons

Transferred Lt.(jg) C.L. LOFTEN, AVN, U.S.N.R. and Lt.(jg) F.A. LEVINE, AVN, U.S.N.R. to U.S.S. THATCHER for further transfer to U.S.S. MONTEREY and U.S.S. LEXINGTON respectively. The former was rescued from inside the lagoon at Truk Atoll by Lt. C.C. AINSWORTH, U.S. Navy attached to the U.S.S. MASSACHUSETTS and the latter was received on board for medical treatment after a forced landing. 1112 Fueling exercise completed. Changed standard and fleet speed to 17 knots. 1200 Changed course to 125°(T). Resumed retirement to base at Majuro Atoll, Marshall Island Group.

	0800 Position	1200 Position	2000 Position
Lat.	05° 06.5' N	05° 52.0' N	06° 35.3' N
Long.	165° 42.9' E	166° 25.7' E	168° 25.2' E

Steaming as before in company with Task Group 58.3 in cruising formation 5-Roger on course 125°(T) at 17 knots, retiring to base at Majuro Atoll, Marshall Island Group. At 0600 changed fleet course to 045°(T). Carriers launched aircraft for ASP and CAP and maintained them throughout the daylight hours. At 1205 changed fleet course to 070°(T). At 1349 conducted routine test of 5"/38 Caliber battery, Mark 32 fuse, lot yoke designated for test by U.S.S. MASSACHUSETTS by ComBatPac. Expended the following ammunition for test:

25 Projectiles, 5"/38 Cal. with Mk. 32 fuse. lot "yoke".
25 Charges, 5"/38 Cal. SPD 4977.

4 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
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At Anchor, Berth # 76, Majuro Atoll, Marshall Island Group.

Steaming as before in company with Task Group 58.3 in cruising formation 5-Roger at 17 knots on course 070°(T) retiring to base at Majuro Atoll, Marshall Island Group. At 0515 changed fleet course to 090°(T). At 0607 changed fleet course to 115°(T). Carrier launched aircraft for anti-submarine patrol. 0640 Sighted land, Majuro Atoll, bearing 130°(T). 0724 O.T.C. ordered entry into port in accordance with plan. Formed column of type, van to rear, Carriers, Battleships, Cruisers followed by Destroyers. Destroyers formed sound lane for entry into port. At 0812 entrances buoy

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abeam to port and starboard. 0906 Anchored in berth #76, Majuro Atoll, Marshall Island Group. Set the Port War Watch and Material Condition X-ray. Commenced port routine, drills and training of personnel for operations at sea. Commenced repairs, maintenance and upkeep of machinery in preparation for operations at sea. SOPA Administrative ComSeron TEN in U.S.S. PRAIRIE, SOPA afloat ComBatPac in U.S.S. NORTH CAROLINA. Aircraft making routine local training flights. At 1400 received YW92 alongside and delivered 5,000 gallons of potable water.

Ship in material condition X-ray during daylight hours and condition yoke during darkness. Ship darkened at sunset except for period of movies on topside. Ship in readiness for getting underway with 24 hours notice.

5 May 1944

Anchored as before.

At 1707 received U.S.S. MARIAS alongside to starboard. Commenced fueling ship. At 0945 completed fueling ship having received 12,323 barrels of burnable fuel at 60°F. Commenced unloading provisions and ammunition as directed by ComBatPac. Delivered to U.S.S. NEW JERSEY the following ammunition:

495 Projectiles, 5"/38 Cal. AA Com., Mk. 32 fuse Mods.
1, 2 and 4 with Mk. 20 BDF.
250 Cartridges, 20MM, B.L.&P.

To U.S.S. IOWA:

495 Projectiles, 5"/38 Cal. AA Com. with Mk. 32 fuse
and BDF

Transferred plane # 01413 to the U.S.S. IOWA and received plane # 5606 in exchange.

6 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. At Anchor		07° 21.0'N	08° 55.8'N.
Long. Majuro Atoll		171° 17.6'E	173° 00.6'E.

Anchored as before. At 0923 underway in company with Task Group 58.7 from Majuro Atoll, Marshall Island Group enroute to Pearl Harbor, T.H. in accordance with despatched orders.

Task Group Organization

Task Group 58.7 - Captain W.W. WARLICK.

(a) Battleship.

U.S.S. MASSACHUSETTS - Captain W.W. WARLICK.

• (b) Carriers.

U.S.S. YORKTOWN - Captain R.E. JENNINGS.

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(c) Destroyers

Desron 6

U.S.S. MAURY

U.S.S. PRITCHETT

U.S.S. McALL

U.S.S. GRANT

U.S.S. GRIDLEY

U.S.S. CASSIN YOUNG

U.S.S. CRAVEN

U.S.S. MASSACHUSETTS sortie delayed due to transfer of freight from U.S.S. PRAIRIE. Carriers and destroyers sortied and set course 045°(T). At 1118 U.S.S. MASSACHUSETTS cleared harbor entrance and set course 030°(T), zigzagging independently, enroute to join formation with carriers and destroyers at speed 22 knots. Set Condition of Readiness II Able and material readiness "yoke". 1215 U.S.S. GRIDLEY reported possible sound contact. Carriers and escorts turned right 90 degrees to course 135°(T). 1221 Took station in cruising formation 5-Roger, set formation course 050°(T) at formation speed 19 knots, standard speed 18 knots. Formation axis 060°(T). U.S.S. MASSACHUSETTS in station 2000, U.S.S. YORKTOWN in station 0000, U.S.S. PRINCETON in station 2120 and U.S.S. MONTEREY in station 2240. Destroyers in anti-submarine screen on five circle. 1247 U.S.S. MASSACHUSETTS designated formation guide. Carriers maintaining four plane anti-submarine patrol during daylight hours using "Baker Method" for launching and recovery. At 2000 set all clocks ahead one(1) hour to conform with zone /11 "X-ray" time. 2119 Changed formation course to 055°(T).

7 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 10° 18.9' N.	10° 43.8' N.	11° 35.3' N
Long. 175° 51.6' E.	177° 02.6' E.	179° 25.3 E

Steaming as before in company with Task Group 58.7 enroute to Pearl Harbor, T.H.. At 2100 changed course right to 070° (T) and resumed zig-zagging. 0517 Surface contact bearing 045°(T), distance 21,000 yards on course 330°(T), speed 12 knots identified as friendly. Carriers maintained four plane anti-submarine patrol throughout the daylight hours. At 2000 set all clocks ahead one-half(½) hour to conform with zine / 10½ time.

8 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 12° 45.5' N.	16° 13.1' N.	17° 08.7' N.
Org. 177° 19.2' W.	169° 52.9' W.	167° 37.5' W.

Steaming as before. Conducted surface tracking exercise Two Charlie during hour before sunrise, using two destroyers as targets. During forenoon, destroyers in screen conducted exercise Twelve Charlie, firing machine guns at towed sleeve. Carrier aircraft supplied the services. During the early afternoon the carriers plus the U.S.S. MASSACHUSETTS fired machine guns at towed sleeve. Ammunition expended:

1396 Cartridges, 40MM, A.A. Mk. I Service.

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5879 Cartridges, 20MM, A.A. 4703, H.E.; 1176 H.E.T.

At 1327 made radar contact on Johnson Island bearing 352°(T), distance 22 miles. At 1332 changed formation speed to 18 knots. At 1630 changed course right to 072°(T). During late afternoon conducted fighter-director and snooper drill. At 2000 set all clocks ahead one (1) hour to conform with zone plus nine and one-half (9½) time which is Hawaiian War Time.

10 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	18° 08.4' N.	18° 29.8' N.	19° 19.0' N
Long.	164° 20.1' W.	163° 10.8' W.	160° 48.9' W.

Steaming as before. At 0055 made surface contact bearing 084°(T), distance 26,800 yards identified as friendly porces at 0100. At 0104 changed course left to 040°(T) to avoid surface contact and resumed course 072°(T) at 0115. Conducted surface tracking exercise hour before sunrise, U.S.S. GRIDLEY target vessel. At 0605 made surface radar contact bearing 172°(T), distance 22 miles and identified as friendly. Carriers maintained anti-submarine patrol and services for Gunnery exercises. At 0630 Destroyers in screen conducted exercise 12 Able. At 0940 U.S.S. YORKTOWN and U.S.S. MONTEREY reported an unidentified plane 057°(T) distance 60 miles, identified as friendly at 0946. 1055 Destroyers completed exercise 12 Able. 1103 Formed special formation for exercise 12-Charlie, heavy ships in column, distance 1000 yards destroyers on straight line screen. At 1222 Completed light and heavy machine gun practice. Formed cruising formation 5-Roger. At 1319. Formed column of heavy ships for 5"/38 Caliber battery "Baker" practice; U.S.S. MASSACHUSETTS and U.S.S. YORKTOWN firing. 1515 U.S.S. MASSACHUSETTS commenced firing. At 1535 completed exercise, formed cruising formation 5-Roger. Carriers commenced fighter-director and snooper drill.

Ammunition expended in training:

70 Projectiles, 5"/38 Cal. AA, Com. Mk. 31, Mod 10

70 Charges, 46 SPD 4977

22 SPD 4747

1 SPD 4937

1SPDN 3024

897, Cartridges, 40MM, AA, Mk. 1

10,000, Cartridges, 20MM

At 1646 Changed formation course to 070°(T). At 2035 made surface contact bearing 165°(T), distance 15 miles, identified as friendly at 2058. 2105 Friendly plane crossed formatiin ahead from starboard to port. At 2127 changed standard speed to 15 knots and steaming at standard speed

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11 May 1944

0800 Position

1200 Position

2000 Position

Lat. 20° 51.0' N
Long. 158° 18.5' W

Moored in berth Fox - 3
Pearl Harbor, T.H.

Steaming as before. At 0300 changed course left to 035°(T) to make landfall on Oahu Island, T.H. At 0425 made surface radar contact on friendly forces bearing 080°(T), distance 14 miles on course 075°(T) at speed 12 knots. Contact turned and paralleled this formation course. At 0626, daylight, formed formation 6-Sugar heavy ships in 2000 yard square with destroyer screen ahead for purpose of firing surprise fire at sleeves towed by shore based aircraft simulating bombing and torpedo attacks. All ships fired at favorable runs. Launched two Kingfisher aircraft for local training flights. 0828 sighted land, Oahu Island, T.H., dead ahead. At 0901 ceased present exercise and formed cruising formation 5-Roger. Ammunition expended for training:

38 Projectiles, 5"/38 Cal. AA Com. Mk. 31-10
15 Projectiles, 5"/38 Cal. AA Com. Mk. 29 BDF
53 Charges, 5"/38 Cal. 41 SPD 4977
11 SPD 4747
1 SPD 3024

At 0928 changed course in to the wind to 055°(T). All carriers launched all their aircraft to base on land. At 1000 c/c left to 000° for entry into port. Went to air defense stations for entry into port. Entry delayed for 1/2 hour by Channel Control Post. Changed course to 070°(T). At 1020 executed signal enter port, order of entry, BB, CV, CVLs and DDs. Commenced making various courses and speeds to approach swept channel and to conform with Pearl Harbor entrance channel. At 1201 moored in nest, starboard side to port side of U.S.S. COLORADO, U.S.S. WASHINGTON in board of U.S.S. COLORADO in berth Fox - 3, Pearl Harbor, T.H. with eight manila lines and two wires. Set the Port War Watch in conformance with local instructions of readiness, readiness condition #4. Commenced making voyage repairs, routine upkeep, and maintenance. Commenced loading spare parts and navy yard overhaul material in storage for this vessel at Pearl Harbor Navy Yard.

12 May 1944

0800 Position

1200 Position

2000 Position

Lat. Moored in berth Fox - 3, Pearl
Long. Harbor, T.H.

21° 28.2' N
157° 30.5' W

Moored as before. 1613 Underway from alongside U.S.S. COLORADO in berth Fox 3, Pearl Harbor, T.H. in company with U.S.S. THORNE and U.S.S. Le HARDY as Task Group 12.1, Task Group Commander, Captain W.W. WARLICK, U.S. Navy in the U.S.S. MASSACHUSETTS, enroute

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13 May 1944

2000 Position
26° 15.1' N.
153° 56.9' W.

Steaming as before. During afternoon fired routine test of 5"/38 Caliber Mk. 32 fused projectiles. Ammunition expended for Test:

144 Projectiles, 5"/38 Cal. AA Common with Mk. 32 fuse.

144 Charges, 5"/38 Cal., 78 SPD 4997
1 SPD 4937
64 SPD 4747
1SPDN 3219

At 1755 changed course right to 039°(T). At 2000 set all clocks ahead one half ($\frac{1}{2}$) hour to conform to zone plus 8 $\frac{1}{2}$ time.

14 May 1944

2000 Position
30° 52.2' N.
149° 39.0' W.

Steaming as before. 0008 Made surface radar contact bearing 000°(T), distance 12 miles. Made emergency ships right 90° to avoid. At 0015 contact identified as friendly. Resumed zig-zagging on base course 039°(T). At 0639 changed course right to 040°(T). At 2000 set all clocks ahead one half hour to conform to zone / 8 (Uncle) time. At 1430 fired a no-load shot from starboard catapult to test new cable which replaced one that kinked in previous no-load test on morning of 11 May 1944. Test satisfactory until a dead load shot can be made.

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15 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 33° 06.0' N.	33° 50.5' N.	35° 17.4' N.
Long. 147° 29.5' W.	146° 38.6' W.	144° 55.5' W.

Steaming as before. At 0648 made radar contact and sighted surface vessel bearing 113°(T), distance 33,000 yards on parallel and opposite course. At 0700 sighted escort with above contact bearing 140°(T), distance about 17 miles. At 1320 changed base course to 044°(T). At 1905 made surface radar contact bearing 104°(T), distance 33,600 yards on course 230°(T) at speed 16 knots. Identified as friendly.

16 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 37° 27.0' N.	38° 04.6' N.	39° 31.4' N.
Long. 142° 19.8' W.	141° 27.9' W.	139° 39.5' W.

Steaming as before. At 1354 changed course left to 042°(T). At 2000 set all clocks ahead one half hour ($\frac{1}{2}$) to conform to zone ($\neq 7\frac{1}{2}$) time.

17 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 41° 37.5' N.	42° 18.0' N.	43° 36.4' N.
Long. 137° 07.3' W.	136° 03.8' W.	133° 57.8' W.

Steaming as before. At 0654 changed course to 049°(T). At 0930 passed U.S.S. U.S. GRANT (AP-29) abeam to starboard, distance 3700 yards on opposite course. At 1815 made radar surface contact bearing 048°(T), distance 30,600 yards on course 120°(T), speed 13 knots. At 2012 changed course to 050°(T).

18 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 45° 23.6' N.	46° 01.4' N.	47° 11.3' N.
Long. 130° 34.5' W.	129° 33.5' W.	127° 22.9' W.

Steaming as before. At 0852 changed course to 047°(T). At 1300 set all clocks ahead one half hour ($\frac{1}{2}$) to conform with zone ($\neq 7$) (Tare) time. At 1455 made contact with U.S.S. HATFIELD, an additional escort provided by ComWestSeaFron for entry into port. U.S.S. HATFIELD took station in anti-submarine screen on port bow. At 1547 U.S.S. K-51 (Blimp) reported for an anti-submarine

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patrol and departed after dark. At 1900 changed course to 0550(T).

19 May 1944

0800 Position

1200 Position

2000 Position

Straits of Juan de Fuca and Puget Sound

Steaming as before. Made various surface contacts while entering the Straits of Juna de Fuca. At 0342 made land fall, sighting Tatoosh Light bearing 068.50(T). At 0517 passed Tatoosh Light bearing 1800(T) distance 4.5 miles and commenced making various courses and speeds to proceed to the Puget Sound Navy Yard arriving at Restoration Point at 1600. At Port Angeles, Washington, Navy Yard Representatives came on board for conference while enroute to the yard. 0832 U.S.S. THORNE was ordered to carry out her basic orders, duty with Task Group 12.1 completed. At 1356 U.S.S. HATFIELD was detached to proceed as previously directed, present duty completed. At 1705 anchored in Sinclair Inlet, Bremerton, Washington for unloading ammunition prior to entry into the Navy Yard for yard availability. Commenced unloading all ammunition for transfer to Naval Ammunition Depot, Puget Sound. SOPA Commanding Officer in U.S.S. West Virginia.

20 May 1944

At anchor in Sinclair Inlet, Puget Sound unloading ammunition for storage at Naval Ammunition Depot, Puget Sound, during Navy Yard availability period. At 0515 completed unloading ammunition. At 1300 underway for Puget Sound Navy Yard and entered drydock # 5 at 1358. Reported to Commandant, Puget Sound Navy Yard for repair and alterations as authorized by ComSerForce, Pacific. At 1500 transferred aviation unit to Naval Air Station, San Point, Seattle, Washington during yard availability period. At 1510 commenced Navy Yard routine, Port Watch set, granting leave and liberty to officers and crew maintaining sufficient personnel on board to carry on Navy Yard work and sending personnel to training schools available in the United States.

21 May to 31 May 1944

Drydocked as before.

Approved:

W. W. Warlick
W. W. WARLICK,
Captain, U.S. Navy,
Commanding.

D. Carlson
D. CARLSON,

Commander, U.S. Navy,
Navigator.

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Date: 12/16

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By: DAE/ANNA Date: 1/16

U. S. S. MASSACHUSETTS

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1 June to 9 June 1944.

Resting on keelblocks in drydock #5, Puget Sound Navy Yard, Bremerton, Washington, receiving repairs and alterations as authorized by Commander Service Force, Pacific. Port Watch is set, ship in Material Condition K-ray during hours of darkness. Granting leave and liberty to officers and crew, maintaining sufficient personnel on board to conduct Navy Yard Work. Training of personnel continued as far as possible; utilizing training school facilities in the United States.

10 June 1944

As before. At 0300 fire was reported in Chemical Warfare Locker, Frame 60, port side of third deck. Two 3" hoses used; called away fire party. Fire started by yard worker (burner) who was cutting on one bulkhead, at Frame 62. He had canvas spread over material (lifejackets, gas masks, and protective clothing etc.) stowed in the compartment. The canvas caught fire and spread to the material which it was covering. Three CO₂ fire extinguishers did not put out the fire. Fire Party used two 3" water hoses, lines and respirators in fighting the fire. 2349 Yard fire department arrived. 2355 Secured stand-by fire party, fire under control of the fire party. No flames, but much smoke. At 0138 Damage Control Officer reported that the fire had burned through electrical insulation, shorting the electric circuits and as a result the armor deck above the Chemical Warfare Locker was being heated. 0221 Damage Control Officers reported that the fire had been extinguished. 0300 Yard fire department left the ship.

11 June to 24 June 1944

In drydock as before.

25 June 1944

In drydock as before. At 1405 commenced flooding deck. At 1530 ship waterborne, depth of water in dock, 32 feet. 1540 Ceased flooding deck and removed caisson. 1630 underway from drydock No. 5, power and ship control by tugs alongside, shifting to berth 3-D, Puget Sound Navy Yard. 1714 Moored in berth 3-D to continue yard work and completion of overhaul period.

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U.S.S. MASSACHUSETTS

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26 June to 30 June 1944

Moored as before, continuing Navy Yard Work.

W.W. Warlick
W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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U.S.S. MASSACHUSETTS

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II-Able. At 1105 placed aircraft in Condition of Readiness II for Aircraft Rescue Duty. At 1517 catapulted plane #01413 for aircraft rescue mission, pilot Lieutenant C. C. AINSWORTH, U.S.N., passenger MOUDY, D. L., ARM 1c, 410-75-98, U.S.N.R., to attempt rescue of pilot shot down over TRUK ATOLL by anti-aircraft fire. At 1712 recovered plane #01413, returned from rescue mission, having picked up Lieut. (jg) C. L. LOFTIN, U.S.N.R., 1.5 miles southeast of UDOT ISLAND in the lagoon of TRUK ATOLL in range of enemy anti-aircraft batteries. 1830 All air strikes recovered and operation against TRUK completed. Commenced retirement on course 040° (T) at speed 18 knots. At 1900 unidentified aircraft in vicinity near own aircraft being recovered prior to sunset. At about 1914 observed aircraft dive out of clouds on U.S.S. LEXINGTON and dropped bomb and retire to westward. Bomb fell short of vessel's port side, about 100 yards. Aircraft taken under fire by the U.S.S. LEXINGTON. U.S.S. MASSACHUSETTS guns could not bear on target. Aircraft identified as a Japanese dive-bomber, type "Kate" or "Val". 1915 Went to Air Defense stations and set Material Condition Zebra. U.S.S. ENTERPRISE launched two night fighters which proceeded to TRUK area. At 2034 set Condition of Readiness II and Material Condition Yoke. At 2119 changed course to 090° (T). At 2140 U.S.S. ENTERPRISE recovered two night fighters. At 2141 changed course to 030° (T). At 2300 changed course to 140° (T), proceeding to area of operations for Dog plus two day, surface bombardment of PONAPE ISLAND by battleships.

Submitted:

D. CARLSON,
Commander, U.S. Navy,
Navigator.

Approved:

W. W. EARLICK,
Captain, U.S. Navy,
Commanding.

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By: JAK/MSA, Date: 1966

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U.S.S. MASSACHUSETTS

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1 July to 3 July 1944.

Moored starboard side to berth 3-D, Puget Sound Navy Yard, Bremerton, Washington, receiving repairs and alterations as authorized by Commander Service Force, Pacific to increase the battle efficiency and military characteristics of the ship. Port Watch is set, ship in Material Condition X-ray during hours of darkness. Granting leave and liberty to officers and men, maintaining sufficient personnel on board to conduct Navy Yard period work. Training of personnel continued as far as possible, utilizing training school facilities in the United States. SOPA in U.S.S. WEST VIRGINIA.

4 July 1944.

Moored as before. At 1300 commenced dock trials for main engines and auxiliary machinery. At 1655 dock trials completed. Tests satisfactory.

5 July to 9 July 1944.

Moored as before. Loading stores and provisions in advance of readiness for sea period, 11 July 1944 to 15 July 1944.

10 July 1944

Moored as before. At 0455 completed loading ammunition from lighters alongside port side. At 0806 underway from berth D-3 enroute to Straits of Juan de Fuca to conduct port repair and full power trials for all machinery. Making various courses and speeds to conform with channels and waters of Puget Sound. 1022 Commenced working up speed slowly to full power, 27 knots (180 rpm). 1030 Went to General Quarters for indoctrination and drill, stationing of personnel. 1213 Fired structural test firings for 5"/38 Caliber Mount #9. 1302 Commenced making full power, 27 knots (180 rpm). 1419 Full power trials completed. Commenced slowing down at slow rate to cool engineering plant. Commenced testing steering controls and rudders at high speed. At 1734 Anchored in Sinclair Inlet, Puget Sound, Washington to load ammunition which was in storage at Naval Ammunition Depot, Puget Sound during yard availability period and to complete ships allowance of ammunition.

12 July and 13 July 1944.

Anchored as before, continuing to load ammunition, stores and provisions in readiness for sea and operations in forward area.

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Yard workmen on board continuing to complete uncompleted work.

14 JULY 1944.

Anchored as before. 0840 Completed loading complete allowance of ammunition. 1108 Seventy-six yard workmen reported aboard for work while enroute Port Angeles, Washington. 1105 Black Ball Line Ferry came alongside, starboard side to deliver draft of men for 5th Amphibious Forces, reporting to U.S.S. MASSACHUSETTS for transportation. At 1415 Black Ball Ferry cleared starboard side. 1417 Underway from Sinclair Inlet, Puget Sound, Washington enroute to Degaussing Range at Point Jefferson, Puget Sound, Washington for calibration of Degaussing equipment. At 1543 Commenced running Degaussing range and completed all runs and calibration at 1653. At 1653 Commenced making various courses and speeds proceeding to area for standard compass compensation and Radio Direction Finder calibration. At 1714 Commenced compass compensation and Radio Direction Finder calibration. At 1800 completed compass compensation and swinging ship for deviations. Continued swinging ship for Radio Direction Finder calibrations. At 1945 Radio Direction Finder calibration completed for the day. Commenced making various courses and speeds to conform with waters of Puget Sound proceeding to Port Townsend, Washington to anchor for the night. At 2136 anchored in berth 22, Port Townsend, Washington.

15 JULY 1944.

Anchored as before. At 0605 underway from berth 22, Port Townsend, Washington to proceed to vicinity to north of Point Dungeness to continue Radio Direction Finder calibrations. Making various courses and speeds to conform with channel and waters of Puget Sound. At 0718 commenced swinging ship for Radio Direction Finder calibrations. 1200 Completed Radio Direction Finder calibrations. At 1202 Commenced taking measured range data at speeds of 15, 20 and 25 knots and completing all runs at 1532. Commenced making various courses and speeds to enter Port Angeles Harbor, Washington to discharge Navy Yard workmen on board, completing uncompleted work. At 1636 anchored in berth #4, Port Angeles, Washington. 1900 Underway from berth #4, Port Angeles, Washington enroute to Pearl Harbor, T.H. in accordance with despatch orders received from CincPac. Making various courses and speeds to clear the anchorage. U.S.S. ROWE and U.S.S. CUSHING reported for duty as escorts. Formed Task Group 12.5, Captain W.W. WARLICK in U.S.S. MASSACHUSETTS, Task Group Commander. Immediate Superior in Command is CincPac. 1930 Set course 290°(T) and standard speed 17 knots. Ship in material condition of readiness "Yoke". Condition of Readiness II A modified to conform with standard requirements. Formation zig-zagging.

16 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	47° 31.4' N.	46° 55.1' N.	45° 37.2' N.
Long.	128° 27.6' W.	121° 49.1' W.	132° 04.3' W.

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U.S.S. MASSACHUSETTS

60/r

WAR DIARY

Steaming as before enroute Pearl Harbor in company with U.S.S. ROWE and U.S.S. CUSHING. At 0803 sighted a floating mine, Position 47° 31.4' N, Position 128° 27.6' W., identified by screen as Navy Type 87 mine. At 1300 changed course to 230°(T).

17 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	43° 26.0' N.	42° 47.9' N.	41° 12.2' N.
Long.	135° 41.1' W.	136° 46.8' W.	139° 11.9' W.

Steaming as before. At 0630 C/S to 18 knots. During the day conducted exercise II E, surface radar tracking exercise. Boresighting and director checks for main and secondary batteries. At 2000 set all clocks back one half hour ($\frac{1}{2}$) to conform with zone \neq 7½ War Time. At 220 changed course to 224°(T).

18 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	38° 43.6' N.	37° 54.3' N.	36° 19.2' N.
Long.	142° 08.9' W.	143° 08.9' W.	145° 02.0' W.

Steaming as before. At 0215 U.S.S. ROWE left formation to take position for exercise II E during hour before sunrise. At 0733 changed course to 227°(T). During forenoon continued boresighting and director checks for main and secondary batteries. During afternoon fired structural and test firings for machine gun batteries. At 2000 set all clocks back one half ($\frac{1}{2}$) hour to conform with zone \neq 8 time. At 2030 U.S.S. CUSHING made night torpedo attacks for drill purpose in tracking and illumination. 2249 C/C to 223°(T).

19 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	33° 45.4' N.	33° 02.7' N.	31° 22.2' N.
Long.	148° 19.1' W.	149° 02.9' W.	150° 35.7' W.

Steaming as before. At 0200 U.S.S. CUSHING left formation to take position for exercise IIE. Conducted exercise IIE prior to sunrise. During forenoon catapulted and recovered planes. Planes acting as target planes for tracking runs and radar calibrations. At 0724 changed course to 219°(T). During the afternoon catapulted and recovered planes. Plane services for machine gun firing by all units in company. Planes dropped smoke flares for surface targets for 5"/38 Caliber firing by all units in company. At 2000 set all clocks back one half ($\frac{1}{2}$) hour to conform with zone \neq 8½ War Time. At 2115 U.S.S. ROWE left formation to conduct night torpedo attack and target for night illumination drill. 2205 Fired night starshell illumination practice, ceasing fire at 2218. At 2306 C/S to 17.5 knots.

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WAR DIARY

20 JULY 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	28° 40.0' N.	27° 55.6' N.	25° 49.2' N.
Long.	153° 08.2' W.	153° 42.3' W.	155° 06.1' W.

Steaming as before. At 0200 U.S.S. ROWE left formation for exercise IIE conducted during hour prior to sunrise. During forenoon fired Exercise 12 A, machine gun firing at towed sleeve, towed by ship's aircraft. During afternoon the same exercise was conducted. After dark fired test firing of starshells. 1510 C/C to 210°(T). At 2000 set all clocks back one (1) hour to conform with zone / 9½ war time. Ammunition expended for the training exercises for the day:

3098 Rounds 40MM (HEI)
 2769 Rounds 20MM (HEI)
 467 Rounds 20MM (HET)
 10 Charges, 5"/38 Cal. SPD 4977.
 10 Projectiles, starshell.
 8 Rounds 40MM for test.

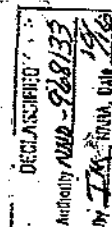
21 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	22° 47' N.	22° 02.6' N.	Pearl Harbor
Long.	157° 00.5' W.	157° 28.5' W.	Berth Fox 2.

Steaming as before. At 0430 Made radar contact with simulated pre-dawn attack group bearing 240°(T), distance 44 miles. Planes approached on various courses and made various torpedo attack and bombing attack runs until sunrise. At 0807 catapulted planes for flight to Pearl Harbor. At 0830 went to General Quarters for Main Battery offset calibration firing. 0930 Commenced firing Main Battery, calibration practice completed. Secured from General Quarters and set Condition IIA. From 1330 to 1630 services were provided by shore based aircraft to fire 5"/38 Caliber Battery and Machine Gun Batteries at towed sleeves. Baker George and Tare runs were fired. At 1545 completed firings on all batteries. At 1730 entered Pearl Harbor entrance channel making various courses and speeds to conform with the channel. At 1819 moored in berth Fox-2, Pearl Harbor, T.H., Task Group 12.5 dissolved. Reported to CinCPac for duty. Transferred 961 men of 5th Amphibious Four Draft ashore. Set the port war watch and material condition "Yoke" at night, and X-ray during daylight.

22 JULY 1944.

Moored in berth Fox 2, Pearl Harbor, T.H. At 1522 underway for Berth Baker 17, Pearl Harbor Navy Yard, Pearl Harbor, T.H. for limited availability period to complete work not completed by the Navy Yard Puget Sound. 1614 Moored in berth Baker 17. Port watches secured during stay in Pearl Harbor. Anti-aircraft batteries in Condition I from



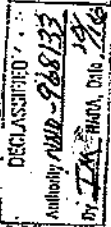
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WAR DIARY




1 hour before sunrise to 0800 daily. Material condition "Yoke" set during darkness and X-ray during daylight period.

23 JULY 1944.

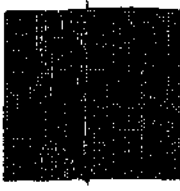
Moored as before. 0233 went to General Quarters upon receipt of an alert from ComHawSea Frontier. Made all preparations for getting underway. At 0854 secured from alert. Set port watch and resumed normal routine of training, upkeep and repair of personnel and material.

23 JULY to 31 JULY 1944.

Moored as before.


W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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Authority: 100-968133
By: J.A. Hilda, Date: 1/16/14



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By: [Signature]
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U. S. S. MASSACHUSETTS

WAR DIARY

1 August 1944

Moored starboard side to Berth 17, Navy Yard, Pearl Harbor, T.H. for repairs and alterations as authorized by Commander Service Force, Pacific. Commander in Chief, U.S. Pacific Fleet and various Pacific Fleet units present. At 1139 underway and standing out of Pearl Harbor. Commanding Officer, MASSACHUSETTS is Commander Task Group 12.7. U.S.S. SMITH, LAMSON, FLUSSER and DRAYTON accompany the MASSACHUSETTS in T.G. 12.7 under orders and routing of Commander Hawaiian Sea Frontier, enroute Eniwetok Atoll, Marshall Islands. At 1345 Commenced period of training in area south of Oahu. Services provided by Commander Hawaiian Sea Frontier. At 1515 Commenced Main and Secondary Battery calibration practices. At 1814 completed firings. At 1911 fired 5" high altitude practice. At 2125 carried out night battle indoctrination practice (Main and Secondary batteries).

2000 Position

20° 21.9' N
157° 47.8' W

2 August 1944

Steaming as before. At 0710 commenced 5" and light A.A. firings at sleeve and drone targets. At 1445 repelled simulated air attack by Hawaiian Sea Frontier aircraft. At 1535 one plane of attacking force crashed and sank to starboard. At 1555 came to course 2720(T) and speed 18 knots. Commenced zig-zagging in accordance with Plan 10Z. Screen placed in accordance with standard plans (U.S.F. 10A). This ship basically in Condition II at night and Condition III in daytime.

0800 Position

20° 28.2' N
157° 06.3' W

1200 Position

20° 40.0' N
157° 08.8' W

2000 Position

19° 39.7' N
157° 40.7' W

3 August 1944

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Steaming as before. At 0200 changed course to 265°(T). At 0315 planes of U.S.S. INDEPENDENCE simulated search and attack on this group. Launched aircraft and fired machine gun batteries during the days drills. At 1556 Changed course to 260°(T). At 2000 Changed time zone to zone plus ten (+10). At 2100 U.S.S. FLUSSER acted as target for torpedo attack exercise. Fired 5" star shells for illumination.

CONFIDENTIALWAR DIARY0800 Position19° 53.1' N
162° 25.5' W1200 Position19° 51.7' N
163° 24.0' W2000 Position19° 32.0' N
165° 45.1' W

4 August 1944

0800 Position19° 00.5' N
169° 20.4' W1200 Position18° 49.3' N
170° 23' W2000 Position18° 17.3' N
172° 52.2' W

Steaming as before. Exercised at Gunnery Drills during the day including 5" and light A.A. firings. Catapulted and recovered planes. At 1147 changed course to 258°(T). At 2000 Changed to zone plus ten ($\frac{1}{10}$) and one-half ($\frac{1}{2}$) time. At 2100 fired 5" illumination practice.

5 August 1944

0800 Position17° 33.3' N
176° 27.4' W1200 Position17° 13.3' N
177° 32.9' W2000 Position16° 51.7' N
179° 48.3' W

Steaming as before. At 0000 changed course to 257°(T). Exercised at Gunnery and Tactical Drills during the day. Launched and recovered aircraft. At 2000 changed to zone plus eleven ($\frac{1}{11}$) time. At 2117 changed course to 253°(T).

6 August 1944

0800 Position15° 55.3' N
176° 33.3' E1200 Position15° 35.2' N
175° 34.2' E2000 Position14° 54.5' N
173° 08.4' E

Steaming as before. Exercised at Gunnery and Tactical Drills during the day. Launched and recovered aircraft. Fired machine gun batteries at towed sleeves. At 1750 changed course to 254°(T). At 2000 Changed to zone plus eleven ($\frac{1}{11}$) and one-half ($\frac{1}{2}$) time.

7 August 1944

0800 Position13° 57.2' N
169° 48.5' E1200 Position13° 42.7' N
168° 47.5' E2000 Position13° 02.3' N
166° 37.0' E

Steaming as before. Launched and recovered aircraft. At 1609 changed course to 251°(T). At 2000 changed to zone plus twelve ($\frac{1}{12}$) time.

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CONFIDENTIALWAR DIARY

8 August 1944

0800 Position11° 42' N
163° 17.6'E1200 PositionAnchored in Berth 423, Eniwetok Atoll,
Marshall Island Group.2000 Position

Steaming as before. At 0100 changed course to 246°(T). At 0555 sounded General Quarters; secured at 0650. At 0830 launched two aircraft for anti-submarine patrol. At 0956 sighted Eniwetok Island, bearing 291°(T). Units of Task Force 58 observed entering the atoll. Passed Beacon "Easy" abeam to starboard at 1157 and entered Eniwetok Atoll. At 1337 anchored in Berth 423, Eniwetok Atoll. Task Group 12.7 dissolved in accordance with CincPac 310215; MASSACHUSETTS became unit of Fifth Fleet. Administrative SOPA is ComSeron TEN in U.S.S. PRAIRIE. Set the Port War Watch and commenced following normal port routine. U.S.S. TAPPAHANNAK came alongside to starboard for fueling operations, delivering 3800 gallons aviation gasoline and 9564 barrels fuel oil at 85°F. Received draft of one hundred nineteen men aboard for duty. At 2400 Changed to zone minus eleven time (-11).

10 August to 16 August 1944

Anchored in Berth 423, Eniwetok Atoll, Marshall Island Group. Port War Watch is set, normal port routine being followed. Making all preparations for sea and maintaining a schedule of repair, maintenance and upkeep of equipment as permitted by Condition of Readiness for getting underway. Conducting routine training, drill and recreation schedule.

On 11 August 1944 at 0920, U.S.S. WASHINGTON, U.S.S. INDIANA, U.S.S. ALABAMA and U.S.S. IOWA stood in to anchor. Present ComBatPac in WASHINGTON and ComBatDiv EIGHT in INDIANA.

On 12 August 1944 at 1710 U.S.S. CALIFORNIA, U.S.S. TENNESSEE and U.S.S. HONOLULU stood into the harbor and anchored in assigned berths.

On 14 August 1944, at 0800 assumed duty as Radar Guardship. Relieved of Radar Guard Duty on 16 August at 0800 by U.S.S. ALABAMA.

17 August 1944

Anchored as before. At 0800, pursuant to Commander Task Force Fifty Eight's 122357, became a unit of Task Group 58.3, Rear Admiral Sherman in U.S.S. ESSEX, commanding. Included in Task Group 58.3 are U.S.S. ESSEX, U.S.S. LEXINGTON, U.S.S. WASHINGTON, U.S.S. MASSACHUSETTS, U.S.S. INDIANA, U.S.S. ALABAMA, CruDiv Thirteen (less BILOXI), U.S.S. RENO, Desron Fifty and Desron Fifty Five; U.S.S. SOUTH DAKOTA included but not present. Commander Task Force Fifty Eight present in U.S.S. LEXINGTON, (Vice Admiral MITSCHER); Commander Battleships, Pacific present in U.S.S. WASHINGTON, (Vice Admiral LEE); ComBatDiv EIGHT present in U.S.S. INDIANA, (Rear Admiral DAVIS). At 2020 received signal "Flash Red" from SOPA visually and by T.B.S. At 2021

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received signal "Flash White" in same manner.

18 August to 23 August 1944

Anchored as before. Continuing preparations for sea, and maintenance, repair, training and drill schedules.

On 18 August 1944, at 0635 transferred 110 rounds of 5"/38 Cal. projectiles, Mk. 30-7, MTF, Mk. 18-4 to U.S.S. IOWA. At 1908 U.S.S. ASCELLA, AK 137, moored alongside to starboard for provisioning operations.

At 0840, 19 August 1944, provisioning completed, and U.S.S. ASCELLA, AK 137, cleared our starboard side. Transferred 6,000 gallons of freshwater to YW88, alongside to starboard. At 2225 SOPA set Condition "Flash Red" because of unidentified aircraft in vicinity. Went to Air Attack Stations; commenced preparations for getting underway. 2245 Aircraft identified as friendly and SOPA set Condition "Flash White". Secured from Air Attack, set Port War Watch and resumed normal port routine.

On 21 August 1944, transferred 6,000 gallons fresh water to YW88, alongside to starboard.

At 1400 on 22 August 1944 transferred 100 rounds of 5"/38 Cal. projectiles, Mk. 30-6 "W" to U.S.S. WASHINGTON.

24 August 1944

0656 underway to shift berths to anti-aircraft range. At 0723 anchored in berth 312. At 0800 assumed Radar Guard Duty. Conducted 5"/38 Caliber practice and machine gun practice, firing at towed sleeves. 1602 underway return to assigned berth; anchored in berth 423 at 1633.

25 August 1944

Anchored as before. Received 156 - 5"/38 Cal. Star Shells, Mark 18, Mod 2 and 4 from LGM alongside to port.

26 August 1944

Anchored as before. Pursuant to ComBatPac Operation Order No. 10-44 transferred to Third Fleet and became unit of Task Force Thirty Four assigned to Task Group 34.1

TASK GROUP ORGANIZATION

Heavy Surface Striking Force (T.F. 34)

Battle Line (T.G. 34.1), Vice Admiral LEE, Commanding.

BatDiv SEVEN less NEW JERSEY plus WASHINGTON (TU 34.1.1)

BatDiv EIGHT Rear Admiral G.B. DAVIS, Commanding, (T.U. 34.1.2)

BatDiv NINE (T.U. 34.1.3)

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U.S.S. MASSACHUSETTS

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WAR DIARY

At 0800 relieved of Radar Guard by U.S.S. ALABAMA. At 0930 Commander Battleship Division EIGHT, Rear Admiral G.B. DAVIS, assisted by members of his staff, began Military Inspection. At 1130 Inspection completed; Commander Battleship Division EIGHT and members of his staff left the ship.

27 August 1944

Anchored as before. Transferred 6,000 gallons fresh water to YW88. At 1029 underway to shift position in berth 423 slightly away from U.S.S. IOWA in adjoining berth. At 1038 anchored in assigned berth 423. Continued with normal port routine.

28 August 1944

Anchored as before. U.S.S. CAHABA came alongside to starboard and delivered 3,838 barrels fuel oil and 5,000 gallons aviation gasoline.

29 August 1944

Anchored as before. Transferred empty ammunition cases and cans to S.S. RUTLAND VICTORY, alongside to starboard. Transferred to SOPA 19,000 rounds 40MM, HET ammunition, Lot Uncle Baker; received from SOPA 20,000 rounds 40MM H.E. Ammunition, Lot Uncle Able.

30 August 1944

Anchored as before. 0658 Underway from berth 423, Eniwetok Atoll of the Marshall Island Group in accordance with ComBatPac Sortie Order No. 11-44. This ship is unit of Task Group 34.10, Commander, Vice Admiral LEE in U.S.S. WASHINGTON.

TASK GROUP ORGANIZATION (T.G. 34.10)

Battleship Group

BatDiv SEVEN, less NEW JERSEY plus WASHINGTON.

BatDiv NINE, less SOUTH DAKOTA plus INDIANA, MASSACHUSETTS.

Desron Fifty.

At 0756 went to Air Attack Stations and set Material Condition "Zebra" for sortie. Upon completion of sortie at 0825 secured from Air Attack Stations, set Material Condition "Yoke". At 0855 formed cruising formation 10 Victor, contained in paragraph 4, Special Exercise Procedure, Annex "E" to ComTaskFor Operation Order No. 11-44, on course 180°(T) and axis 180°(T) at standard speed, 17 knots. At 0932 formed cruising disposition 4 Nan, contained in paragraph 3(a) (3) of Sortie Order, ComBatPac Operation Order 11-44, on course 180°(T), axis 180°(T) at standard speed, 17 knots. Commenced zig-zagging in accordance with Plan 23 at 0942. At 1100 Ceased zig-zagging and steadied on course 130°(T) for transfer of wounded man from U.S.S. COGSWELL, which came along-

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 Date 12/19/96
 By TAC-1000

side to starboard; transfer completed at 1110. At 1226 formed Special Cruising Formation 10 Victor preparatory to conducting scheduled Gunnery Exercises; contained in Annex "B" to ComTaskFor Thirty Four Sortie Order 11-44. Upon completion of Exercises at 1510, formed cruising disposition 4 Nan, changing Fleet course and axis to 165°(T) and making 22 knots. Fleet Guide is U.S.S. IOWA, bearing 229°(T), 4,500 yards; Division guide is U.S.S. ALABAMA, 165°(T), 2,000 yards. 1553 Commenced zig-zagging in accordance with Plan 24, ceasing at 1724 and returning to base course, 165°(T) at 18 knots. At 1733 formed cruising disposition 4 Sugar contained in cruising instruction to Annex "B" of Operation Order 10-44 issued by ComTaskFor Thirty Four. At 1747 Cruiser Divisions 13 and 14 joined the disposition. Included in CruDiv 13 are: U.S.S. MOBILE, SANTA FE, BIRMINGHAM; in CruDiv 14, U.S.S. HOUSTON, VINCENNES AND MIAMI. At 1817 Commenced zig-zagging in accordance with Plan 25.

1200 Position

2000 Position

10° 42.5' N
 162° 38' E

8° 35.6' N
 163° 45' E

31 August 1944

0800 Position

1200 Position

2000 Position

5° 19.6' N
 163° 53.8' E

4° 31.7' N
 164° 13.7' E

3° 31' N
 163° 37.2' E

Steaming as before in company with Task Group 34.10 and Task Group 34.11, enroute after conducting tactical exercises, to fueling rendezvous and rendezvous with Task Force 38, in accordance with ComBatPac Operation Order 10-44. At 0500 unidentified radar contact bearing 212°(T), distance 58 miles reported to Task Force Commander. Contact later identified as Island of Kusaie. At 0646 set Aircraft Condition of Readiness 8. Standard speed changed to 15 knots. 0657 ceased zig-zagging and resumed base course, 165°(T); formed cruising disposition 4 Nan at 17 knots. Conducted machine gun battery firing exercises as scheduled, expending 492 rounds 40MM (H&T); and 439 rounds, 20MM (HE). Engaged in tactical maneuvers as directed by Task Group Commander. At 1300 Conducted radar calibration exercises, and at 1343 manned General Quarters stations prior to Main Battery firing exercise. Commenced firing Main Battery at 1607, firing at varying ranges from the target. At 1724 ceased firing and secured from General Quarters, setting Condition II Able. At 1725 Fleet course and axis changed to 225°(T); and at 1745 recovered two aircraft by the Dog method, at 10 knots. At 1816 commenced zig-zagging in accordance with Plan 25, speed 17 knots.

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WAR DIARY

SUBMITTED: *P.S. Savidge, Jr.*

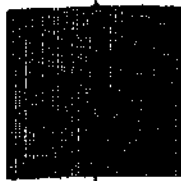
P.S. SAVIDGE, Jr.,
Lieut. Comdr., U.S.N.
Navigator.

APPROVED: *W.W. Warlick*

W.W. WARLICK,
Captain, U.S.Navy,
Commanding.

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By: JTA-NDA, Date: 9/9/99

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UNITED STATES PACIFIC FLEET
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USS Massachusetts, File
A12-1/A16-3, War Diary
for the Month of September
1944.

J. Thorne
O. L. THORNE
By direction

Reg. No. AM-9344
U.S. No. 11 274

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SECRETWAR DIARY

At 0434 Stood to General Quarters stations for exercises. Secured at 0548. At 0600 Fleet course and axis changed to 250°(T). Conducted tactical and gunnery exercises throughout the day. At 1054 Special Group 34.5 consisting of IOWA, CruDiv 14 and DesRon 52 left the disposition. At 1730, in cruising disposition 4-N on fleet course and axis 245°(T). At 2400 changed zone time to minus ten (-10).

2 SEPTEMBER 1944

0800 Position

00° - 27.6' N
155° - 31.7' E

1200 Position

00° - 24.5' N
154° - 25.5' E

2000 Position

00° - 21.8' N
152° - 28.4' E

Steaming as before. At 2401 simulated attack by Special Group 34.5 developed. Formed approach disposition 8. Ship stood to General Quarters stations. Maneuvering to attack simulated enemy. At 0415 formed Battle Disposition 4. At 0545 formed cruising disposition 4-N on fleet course and axis 270°(T). Secured from General Quarters. 0750 Launched two planes for A.S.P. recovering at 1105 by Dog Method. Held Tactical and Gunnery Exercises throughout the day. At 1900 changed fleet course and axis to 310°(T); speed 18 knots. 1930 Commenced zig-zagging in accordance with Plan 25. At 2400 changed to zone minus nine time (-9).

3 SEPTEMBER 1944

0800 Position

01° - 10.8' N
150° - 48.8' E

1200 Position

01° - 00.6' N
151° - 19.4' E

2000 Position

00° - 05.1' N
152° - 33.8' E

Steaming as before with Task Force 34. At 0300 changed course and axis to 270°(T); speed 15 knots. At 0328 in contact with Task Force 38 by TBS radio. 0500 In vicinity of rendezvous point with Task Force 38 at 01° 30' N, 150° - 25' E. Cruisers detached from T.F. 34 join their Task Force 38 groups. Commenced maneuvers, which lasted throughout the morning, to join up with fueling groups and Task Force 38, maintaining an advance on course 120°(T). At 0800 changed to minus ten (-10) zone time. At 1200 U.S.S. CASSIN YOUNG alongside with official mail. Task Force 34 dissolved, cruiser and destroyer units, except DesDiv 99, reporting to Task Groups 38.2 and 38.3. Battleships and DesDiv 99 organized as Task Group 38.5. Task Force 38 operates under ComFirstCarTaskForPac (Vice Admiral M.A. MITSCHER) Operation Order No. 10-44 of 20 August 1944. Disposition and instructions are also found in First Carrier Task Force Instructions, which modifies and amplifies U.S.F. 10A. Task

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Date: 12/19/04
By: DA-1000

SECRETWAR DIARY

Groups 38.1, 38.2 and 38.3 present. Task Group 38.4 on an independent mission to the north. Operations contemplate Task Group 38.5 operating independently during the early strikes on Palau and Mindanao.

Task Group 38.5 (Vice Admiral W.A. LEE in WASHINGTON) operating under ComBatPac operation order 12-44 (280001 of August 1944).

At 1719 Task Group 38.5 formed cruising disposition 4-S on course 140°(T), axis 120°(T). At 2400 changed to zone minus nine (-9) time.

4 SEPTEMBER 19440800 Position

00° - 11.3' S
150° - 52.9' E

1200 Position

00° - 06.1' S
149° - 59.3' E

2000 Position

00° - 21.9' S
148° - 21.5' E

Steaming as before. At 0000 changed fleet course and axis to 280°(T). Fleet speed is 17 knots. Task Force 38 groups 1, 2 and 3 are Northwest of 38.5, enroute Palau. 38.5 is enroute area "Temple" which is approximately at 3°N, 135°E. At 0700 DAVEY JONES announced his presence aboard, and at 0900 NEPTUNIS REX was received with due ceremony. Pollywag members of the crew were converted to shellbacks.

5 SEPTEMBER 19440800 Position

01° - 17' N
145° - 24.6' E

1200 Position

01° - 29.4' N
144° - 37.4' E

2000 Position

01° - 33.1' N
142° - 36.9' E

Steaming as before. During the day conducted tactical and gunnery exercises conforming in general to base course 270°(T). At 1930 changed fleet course to 280°(T); speed is 17 knots. Zig-zagging in accordance with Plan 25.

6 SEPTEMBER 19440800 Position

02° - 03.6' N
139° - 29.3' E

1200 Position

02° - 08.5' N
139° - 10.6' E

2000 Position

02° - 14.3' N
137° - 29.4' E

Steaming as before. At 0615 U.S.S. NEW JERSEY with Commander Third Fleet (Admiral W.F. HALSEY) joined Task Group 38.5. Battle-line organization became:

BatDiv 7

IOWA (F)
NEW JERSEY (FFF)

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Date: 10/1/84

SECRETWAR DIARYBatDiv 8INDIANA (F)
MASSACHUSETTSBatDiv 9ALABAMA (F)
WASHINGTON (FF)

Exercised at tactics and gunnery throughout the day, with CombatDiv 8 active as O.T.C. At 1206 U.S.S. HEALY alongside to transfer patient. At 1710 U.S.S. COTTEN alongside with mail. Fleet course and axis 290°(T); speed 15 knots.

7 SEPTEMBER 1944

0800 Position03° - 48.9' N
134° - 55.3' E1200 Position03° - 58.9' N
134° - 33.5' E2000 Position03° - 08.4' N
135° - 21.3' E

Steaming as before. Conducted tactical and gunnery exercises throughout the day. At 1015 stood to General Quarters stations for exercises. Secured at 1115. At 1624 USS HICKOX alongside to fuel. Operation completed at 1727, USS HICKOX receiving 69,780 gallons fuel oil. Fleet course 140°(T), axis 270°(T), speed 15 knots.

8 SEPTEMBER 1944

0800 Position04° - 25.7' N
135° - 27.3' E1200 Position03° - 47.1' N
135° - 45.7' E2000 Position02° - 58.4' N
135° - 18.9' E

Steaming on course 340°(T), axis 270°(T), speed 17 knots in cruising disposition 4 Sugar. Zig-zagging according to Plan 25. Conducted various tactical and gunnery exercises throughout the day. At 0800 catapulted two planes for flights in connection with gunnery drills; recovered aircraft by Charlie Methed at 1120. Stood to General Quarters stations at 1315 for drill, securing at 1326. U.S.S. HEALY alongside to fuel at 1615, clearing side at 1732 after receiving 19,945 gallons of fuel oil. Formed cruising disposition 4-Sugar at 2015 on fleet course 140°(T), axis 270°(T) at 17 knots

9 SEPTEMBER 1944

0800 Position04° - 05.3' N
135° - 09.9' E1200 Position04° - 42 ' N
135° - 11.5' E2000 Position03° - 49.0' N
135° - 11.2' E

Steaming as before. Conducted tactical exercises throughout day upon direction of O.T.C. At 1150 fleet course and axis changed to 180°(T). At 2004 formed cruising disposition 4 Sugar on course and axis 350°(T) at 17 knots. U.S.S. HICKOX left formation at 2200 on direction of O.T.C. to carry out undisclosed assignment.

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10 SEPTEMBER 1944

0800 Position05° - 19.3' N
134° - 14.5' E1200 Position04° - 55.2' N
133° - 41.0' E2000 Position04° - 51.8' N
134° - 18.4' E

Steaming as before, zig-zagging according to Plan 25. At 0612 U.S.S. INDIANA reported sighting a floating mine and dropped a smoke pot to mark the approximate location. U.S.S. GATLING was sent to investigate. Effected rendezvous with Fueling Group 30.8.5 and 0630 formed fueling disposition 4 Fox, guide U.S.S. NECHES, on course 180°(T) at 12 knots. At 0707 came alongside port side of U.S.S. KASKESKIA and commenced receiving fuel. At 0811 U.S.S. HEALY came alongside to port and transferred aboard a radio technician. At 1040 completed fueling operations having received 14,345 barrels fuel oil at 60°F. Zig-zagged independently on station while the units fueled. At 1146 formed cruising disposition 4 Sugar on course 270°(T), axis 060°(T) at 17 knots, guide, U.S.S. INDIANA. Fleet axis changed to 090°(T) at 1417 and at 1430 formed cruising disposition 4 Nan. At 1718 U.S.S. DORTSCH alongside to transfer guard mail. Fleet axis changed to 320°(T), fleet course to 310°(T).

11 SEPTEMBER 1944

0800 Position06° - 33.1' N
132° - 16.4' E1200 Position07° - 13.2' N
131° - 41.5' E2000 Position08° - 42.0' N
130° - 23.1' E

Steaming as before on various courses and at various speeds as directed by O.T.C. At 1139 formed by divisions 90° relative to BatDiv 8, station units formed 180° relative to unit guides. Pursuant to ComThirdFleet 102035, at 1200 Task Group 38.5 dissolved, U.S.S. MASSACHUSETTS becoming a unit of Task Group 38.3, organized as follows:

T.F. 38 - Vice Admiral MITSCHERT.G. 38.3 - Rear Admiral SHERMAN(a) 38.3.1 - Air Force - Rear Admiral SHERMAN

ESSEX (F)

LEXINGTON (FF)

LANGLEY

PRINCETON

(b) 38.3.2

Heavy Support - Vice Admiral LEE

BatDiv 6 less NORTH CAROLINA

WASHINGTON (FF)

BatDiv 8

MASSACHUSETTS, INDIANA

BatDiv 9

ALABAMA (F) (SOUTH DAKOTA not present)

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SECRETWAR DIARY(c) 38.3.3 Light Support - Rear Admiral DU BOSE
GrDiv 13 less BLOXI

RENO

(d) 38.3.4 Screen - Captain Todd

DesRon 50

DesRon 55

Vice Admiral MITSCHEP present in LEXINGTON; Rear Admiral SHERMAN present in ESSEX.

At 1337 formed fueling disposition 1 Fox while carriers fueled. Fleet guide is center tanker, fleet course and axis 315°(T), speed 12 knots. 1525 U.S.S. HEALY alongside for transfer of engineering material. 1645 Formed cruising disposition 5 Roger, guide, U.S.S. ESSEX, on fleet course 315°(T), fleet axis 225°(T) at 20 knots.

12 SEPTEMBER 1944

0800 Position

10° - 55.3' N
127° - 28.0' E

1200 Position

10° - 44.1' N
126° - 33.8' E

2000 Position

11° - 18.1' N
127° - 06.4' E

Steaming as before in company with Task Group 38.3 zig-zagging as required by operations and as maneuvers permit. Beginning at dawn and continuing throughout the day, carriers launched fighter sweeps and air strikes against the Islands of Negros, Leyte, Cebu and Samar in the Central Philippines. Japanese airfields, shipping and shore installations were heavily attacked. ASP and CAP were maintained by the Air Groups. Sea-plane rescue facilities by battleships. From 0518 to 0618 stood to General Quarters stations. Formation axis rotated to 300°(T) at 0638. Maneuvered as required by flight operations and as directed by C.T.C. At 1140 sighted land bearing 249°(T), believed to be a portion of Dinagat Island, Central Philippine Group. At 1210 U.S.S. CASSIN YOUNG alongside to deliver guard mail. At 1220 U.S.S. DORTCH alongside to fuel; fueling completed at 1315, 50,490 gallons fuel oil transferred. At 1400 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. My purpose is to outline for you the operations which are now taking place so that you may understand not only what we are doing, but what others are doing in coordination with us.

First, the strategic situation. As you know, while we were back in the States, our line of advance was pushed westward from the Marshalls to the Marianas, bypassing Truk. During this time, General MacArthur advanced his positions from Hollandia, where we left him, to the western tip of New Guinea. You can visualize these two moves on the map as two spears pointing toward the Philippines, one from the south and one from the east; the one

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from the south under General MacArthur and the one from the east under Admiral Nimitz. Admiral Nimitz has declared his intention to establish a beachhead on the China coast. General MacArthur has declared his intentions of returning to the Philippines. We can see both objectives being approached in these two moves. To gain a position of the China coast, we must dominate the Philippines. The purpose of our present operations is to gain positions from which we can do just that - dominate the Philippines. This does not mean, necessarily, an immediate landing in the Philippines, but it does mean the gaining of airfields within striking distance of all parts of the Philippines. We are now engaged in that project.

The Central Pacific Force will take Palau. At the same time General MacArthur will advance to the northward from New Guinea and seize positions which will cut off Halmahera and isolate the large Japanese garrison there in the same way we have isolated other large Japanese garrisons. The fast carrier task force, in which we serve, will cover both these operations.

The forces in these operations, except those under General MacArthur, are called the Western Pacific Task Forces, and are under the command of Admiral Halsey in the NEW JERSEY. These task forces consist of the three large forces as follows: The Amphibious Force which will seize Palau and other adjacent territory; the Supporting Force, composed of the slow battleships, plus escort carriers, cruisers and destroyers will give support to the landings, including shore bombardment; and third, the Fast Carrier Task Force, in which we operate under the command of Vice Admiral Mitscher in the LEXINGTON. There are four groups in this force. Ours is No. 3 under the command of Rear Admiral Sherman in the ESSEX. General MacArthur's forces will be composed of an amphibious force and its supporting force from the Seventh Fleet. Our Task Force covers his operation also.

These operations began about September 2nd. You have been reading in the press results of these operations. They started at the time of our first fueling, when Task Group 4 struck the Bonin Islands for two days, and then proceeded toward Palau, where it was joined by the Three Task Groups and began softening of Palau. Then Task Groups 1, 2, and 3 proceeded westward and made air strikes for two days on the southern island of the Philippines, Mindanao. Upon completion of these first strikes on the Philippines they returned to the fueling area, where we joined them yesterday. They have now returned, reinforced by battleships, to continue the work on Mindanao, and to move the action into the Central Philippines. We will be here for three days. During this time Group 1 will separate and move to the support of General MacArthur. As a matter of interest we are in sight of the Philippines, and are operating in the deepest known waters of the world. They are known as the Philippine Deep and go down to 5900 fathoms or about 35,000 feet.

Four days from now, all groups will join again at the fueling area. By that time the invasion of Palau will have begun. Since that fast carrier task force will not be required further for that operation, Admiral Halsey has planned another interesting operation for us. I will give you the details of it later. It is Admiral Halsey's hope that he can smoke out the Japanese Fleet, in one of these operations.

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During the early strikes of the carrier task forces, the fast battleships were kept separated for the purpose of training in preparation for the surface action which Admiral Halsey is trying to create. We have accompanied the carriers this time because the enemy has already been alerted and may try to interfere on the present strike. It is doubtful that surface forces will be encountered on this strike, but it is within the capacity of the enemy to resist by air if he is willing to risk his planes. Therefore we must be particularly alert to repel air attacks for the next three days."

At 1930 came to course 130°(T) at 18 knots. Courses and speeds as ordered in anticipation of further strikes on target areas.

13 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
10° - 46.0'N	10° - 38.1' N	10° - 36.2'N
127° - 00.1'E	126° - 52.8' E	126° - 53.1'E

Steaming as before. Task Groups 38.1, 38.2 and 38.3 are in cruising disposition 5 "X-ray". At 0522 stood to General Quarters stations, securing at 0643. Carriers launched planes for fighter sweeps and air strikes on the Negros, Leyte, Cebu, Bohol area of the Central Philippines. At 0650 an enemy plane was sighted flying through the formation. It attempted to bomb the U.S.S. PRINCETON, dropping a bomb about 100 yards astern of the carrier. Several ships of the formation opened fire, this ship firing 40MM and 5" batteries. Several of our bursts were among the last to be observed in the vicinity of the target. After all ships had ceased firing, the plane, identified as an "Oscar", Japanese fighter, was seen to crash into the water at a bearing of 080°(T), range approximately 20,000 yards. Ammunition expended: 40MM - 20 rounds, HEIT; 60 rounds, HET; 5"/38 Cal. - 3 rounds, Mk. 18; 13 rounds, Mk. 32; 6 rounds, 5"/38 Cal. powder - Index 3468; 4 rounds - Index 3024; 3 rounds - Index 3991; 3 rounds - Index 3591. Maneuvered as required by flight operations and as ordered by O.T.C. At 1245 U.S.S. PRESTON alongside to deliver official mail. At 1830 began night retirement from strike position to the northeast.

14 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
10° - 56.2'N	10° - 31.7'N	9° - 45.1'N
126° - 45.3'E	126° - 48.7'E	127° - 22.4'E

Steaming as before in cruising disposition 5 Roger. From 0523 to 0623 stood to General Quarters stations. Continued air strikes on Central Philippines throughout the day, maneuvering

SECRETWAR DIARY

as required by flight operations. At 0900 pursuant to instructions of O.T.C., launched two aircraft on rescue mission. At 1305 sighted portion of Central Philippine Islands bearing 270°(T). At 1350 recovered both planes by Charlie Method. Rescue mission was completed successfully, Lt. G.A. ROBINSON rescuing HATHAWAY, F.R., AOM2c, attached to V.T. 16, aboard U.S.S. WASP, from the water about 8 miles north east of Dumaguette, P.I. 1445 U.S.S. CALLAHAN alongside to transfer rescued man to U.S.S. WASP. At 1620 changed fleet axis to 220°(T), speed 25 knots. 1834 Changed course to 110°(T), speed 18 knots; began retiring to fueling area.

15 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
08° - 21.3'N 130° 037.2'E	07° - 54.4'N 131° - 17.9'E	06° - 59.2'N 132° - 29.8'E

Steaming as before. Conducted tactical exercises throughout the day, conforming in general to base course 110°(T). 1629 The U.S.S. THE SULLIVANS alongside to fuel. At 2100 changed course to 180°(T), speed 18 knots.

16 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
05° - 34.6'N 134° - 20.9'E	05° - 21.3'N 133° - 30.8'E	05° - 15.8'N 132° - 47.3'E

Steaming as before in company with Task Group 38.3 on fleet course 180°(T), axis 220°(T), at 18 knots, in cruising disposition 5 Roger. Rendezvoused with Fueling Groups 30.8.2 and 30.8.4. At 0712 formed fueling disposition 1 Fox, U.S.S. NECHES formation guide. At 0836 catapulted one plane for ASP; recovering by the Dog Method at 1122. Came alongside U.S.S. NECHES and at 1116 commenced receiving fuel. Fueling completed at 1337; received 530,331 gallons fuel oil. Zig-zagged independently while other units fueled. At 1420 U.S.S. LONGSHAW alongside to deliver official mail. 1538 U.S.S. GATLING alongside to deliver U.S. Mail. Formed cruising disposition 5 Roger on axis 245°(T), course 243°(T) at 10 knots. At 1645 increased speed to 16 knots, and maneuvered as directed by O.T.C. conforming in general to course 340°(T).

17 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
07° - 39.9'N 132° - 51.2'E	07° - 42.5'N 133° - 28.8'E	07° - 09.9'N 133° - 16.0'E

Steaming in company with Task Group 38.3 in cruising disposition

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5 Roger, on fleet axis 245°(T), fleet course 340°(T) at 16 knots. At 0610 increased speed to 18 knots. Maneuvered as directed by O.T.C., zig-zagging in accordance with Plan 6. At 1845 changed course to 270°(T).

18 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
07° - 26.9'N 133° - 08.1'E	07° - 31.3'N 133° - 30.0'E	09° - 37.5'N 133° - 33.9'E

Steaming as before. Maneuvered as required by carrier flight operations, conforming in general to course 110°(T) prior to noon and to course 000°(T) after noon. 0658 U.S.S. FRITCHETT alongside to transfer man for medical treatment.

19 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
11° - 53.9'N 133° - 19.1'E	11° - 28.0'N 132° - 45.0'E	10° - 41.6'N 131° - 14.1'E

Steaming as before. At dawn rendezvous with Fueling Groups 30.8.2 and 30.8.11 at 12° - 00'N, 133° - 30'E. At 0628 formed cruising disposition modified 5 Roger for fueling. Guide is U.S.S. NANTAHALA; course and axis 240°(T), speed 10 knots. Zig-zagged independently on station. At 0827 launched one plane for ASP; at 1128 launched a second aircraft for ASP; and at 1145 recovered the first plane by the Charlie Method. At 1021 U.S.S. CALLAHAN alongside to deliver official mail. At 1410 went alongside U.S.S. TAPPAHANNOCK for fueling. Operation completed at 1506; received 3,769 barrels fuel oil. At 1439 recovered one plane by the Dog Method. Resumed zig-zagging independently on station while other units fueled. At 1829 speed increased to 18 knots, formed cruising disposition 5 Roger, and at 1945 changed base course to 340°(T).

20 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
14° - 11.1'N 130° - 03.1'E	14° - 11.4'N 128° - 54.0'E	14° - 25.1'N 126° - 24.2'E

Steaming as before. At 0120 received weak radar surface contact, bearing 310°(T), 20,500 yards. Set Material Condition "Zebra" below the second deck; contact disappeared from screen and at 0210 set Material Condition "Yoke". At 0510 stood to General Quarters stations; secured at 0610. At 0845 changed course to 260°(T). At 0930 increased speed to 22 knots and began approach for air strikes on Northern Luzon, Manila Bay areas of the Phillippine

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Islands. Zig-zagged as directed by O.T.C. At 1400 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. The events of the last week have now become history. Admiral Nimitz's forces driving across the Central Pacific and General MacArthur's advance through the Southwest Pacific are now strategically concentrated. General MacArthur has occupied Morotai, which cuts off Halmahera. Admiral Nimitz is occupying small islands in Palau, where airfields can be built to dominate the large island, Babelthuap. On both Halmahera and Babelthuap the Japs have large garrisons. These garrisons, deprived of air support, and with their sea communications cut, would be rendered impotent, and we can ignore them for the present.

Our eyes, therefore, return to the Philippines. During five days' strikes during the last ten days, all of the Islands of the Philippines have been heavily struck, except one. The strikes against the central and southern Philippines were a part of the campaigns to seize Morotai and Palau. There remains still effective in the Philippines the strongest and most important island of the whole group. That island is Luzon, the northernmost. It is at once the most populous, the most powerful and strategically, the most important of all the group. It contains the important harbor of Manila Bay. Around Manila are a great number of airfields, some of them containing as many as eight flying strips. This concentration of power is the objective of our present strike. Tomorrow morning at dawn, the full striking power of these three groups of Task Force 38 will be concentrated on the Manila Bay district. The purpose is, of course, to destroy first, the air power, then the shipping in the port, then the port installations. If the Japs have not become too alarmed at our activities in this vicinity, there should be a good bag of ships in the harbor. We can hope that the Japs have underestimated our sea-keeping ability and believe we have retired to our base. If that be true, we can surprise them again as we have done before.

It is entirely possible that they may become aware of our approach. If they do, we can expect some interruptions tonight. If not, we can still expect to have to fight off attacks tomorrow. It is too much for us to expect to reach a distance from which we can strike Manila without being subjected to counter-attacks from such strongly held positions as Luzon. If we are counter-attacked, this task force and the MASSACHUSETTS will know how to deal with them. I wish I could tell you we might encounter surface forces but I believe we will not. The time does not appear suitable for them to risk their fleet.

It is probable that the strike will continue for two days. If this strike is as effective as the previous ones, the Philippines will be eliminated as an effective Japanese stronghold. In two days we will know the answer."

At 1610 fleet axis was rotated to 050°(T). Fleet course changed to 310°(T) at 1700. At 1845 stood to Air Attack stations; secured at 1940. At 1900 changed course to 270°(T), and at 2308 changed course to

SECRETWAR DIARY

1800(T). 2400 changed course to 270°(T).

21 SEPTEMBER 1944

0800 Position15° - 35.1' N
123° - 38.1' E1200 Position15° - 48.9' N
123° - 51.8' E2000 Position16° - 10.0' N
123° - 24.3' E

Steaming as before. At 0542 stood to General Quarters stations. At dawn carriers began launching fighter sweeps and air strikes on Japanese airfields, shipping and shore installations in various areas of Northern Luzon, P.I., particularly around Manila Bay. Strikes continued throughout the day, with ships maneuvering as required by flight operations. At 0703 secured from General Quarters. Stood to Air Attack stations at 1845; secured at 1944. At sunset began retiring from immediate operating area on course 110°(T).

22 SEPTEMBER 1944

0800 Position15° - 39.7' N
123° - 00.8' E1200 Position15° - 43.0' N
122° - 58.0' E2000 Position14° - 34.1' N
125° - 18.3' E

Steaming as before. At 0045 changed course to 230°(T) and at 0230 changed course to 300°(T); began approach for continued air strikes against targets in Northern Luzon areas. At 0530 stood to General Quarters stations; secured at 0648. Rain squalls and poor visibility made necessary an hours delay in launching air strikes. Flying conditions were poor throughout the morning, and at 1120 the task force began retiring on course 110°(T), at 21 knots.

23 SEPTEMBER 1944

0800 Position12° - 13.8' N
129° - 12.8' E1200 Position11° - 20.2' N
130° - 21.3' E2000 Position11° - 32.6' N
128° - 39.6' E

Steaming as before in company with Task Group 38.3 and other Task Groups of Task Force 38, enroute to fueling rendezvous with Task Units 30.8.3, 30.8.5, 30.8.7 and 30.8.12 at 11° - 15' N, 130° 20' E. At 0516 stood to General Quarters stations; secured at 0616. At 1200 rendezvoused with Fueling Group; changed course and axis to 280°(T). Decreased speed to 14 knots and commenced zig-zagging independently on station. At 1540 reduced speed to 12 knots, came alongside U.S.S. MONONGAMELA and at 1605 commenced receiving fuel. Fueling completed at 1741; received 7,719 barrels of fuel oil. At 1958 formed cruising disposition 5 Roger, on course and axis 280°(T). Speed increased to 21 knots at 2000; course changed to 305°(T).

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24 SEPTEMBER 1944

0800 Position12° - 56.4' N
126° - 03.7' E1200 Position12° - 52.5' N
125° - 55.5' E2000 Position12° - 23.1' N
126° - 40.6' E

Steaming as before, approaching Central Phillipines area for air strikes on the islands of Cebu, Leyte, Negros and surrounding area. At 0449 decreased speed to 18 knots. At 0527 Stood to General Quarters stations; secured at 0627. Carriers launched fighter sweeps and air strikes against targets in the area indicated above; the strikes continuing throughout the day. Units of various Task Groups maneuvered as required by flight operations. At 1258 launched two aircraft for seaplane rescue mission. U.S.S. CASSIN YOUNG alongside at 1500 for transfer of personnel. At 1745 U.S.S. CASSIN YOUNG alongside to deliver official mail. At 1811 recovered aircraft by the Dog Method. Rescue mission completed successfully, Lt. G.A. ROBINSON returning with Ens. O.W. SCOTT, who is attached to the U.S.S. PRINCETON. U.S.S. KNAPP alongside at 1838 to transfer Ens. SCOTT to the U.S.S. PRINCETON. Stood to Air Attack stations at 1840, secured at 1931. At 1843, pursuant to ComThirdFleet 230347, MASSACHUSETTS, ALABAMA, WASHINGTON and DesDiv 99, U.S.S. HEALEY joined Task Group 38.2, under orders to proceed to Saipan Island, Mariannas Group. Formed cruising disposition 5 Roger on fleet axis 080°(T), fleet course 077°(T), at 15 knots. Guide in U.S.S. NEW JERSEY; O.T.C. and ComTask Group 38.2 is Rear Admiral Bogan in U.S.S. BUNKER HILL.

25 SEPTEMBER 1944

0800 Position13° - 16.3' N
130° - 37.7' E1200 Position13° - 34.8' N
131° - 45.8' E2000 Position13° - 35.7' N
133° - 57.6' E

Steaming as before in company with Task Group 38.2 in cruising disposition 5 Roger on fleet course 077°(T), fleet axis 080°(T) at 20 knots. At 0512 stood to General Quarters stations; secured at 0612. At 0800 formed Task Force 34, and became unit of Task Group 34.1, Vice Admiral W.A. LEE, in U.S.S. WASHINGTON commanding. Formed cruising disposition 4 Nan, fleet course and axis 090°(T), at 15 knots. Conducted gunnery and tactical exercises throughout the day, zig-zagging as directed by O.T.C. Ammunition expended: 24 rounds - 5"/38 Cal, Mk. 32 projectiles; 24 - Charges, 5"/38 Cal., SPD 1. At 1647 U.S.S. MARSHALL alongside to fuel. Operation completed at 1743. U.S.S. MARSHALL having received 51,750 gallons fuel oil. At 2115 changed speed to 18 knots. 2329 U.S.S. COTTON reported sound contact bearing 078°(T), 1000 yards. 2330 Emergency ships left to course 015°(T). Material Condition "Zebra" set below second deck. At 2335 contact reported as non-metallic. Changed course to 085°(T) at 2340.

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26 SEPTEMBER 1944

0800 Position13° - 54.1' N
137° - 20.1' E1200 Position14° - 23.0' N
138° - 14.4' E2000 Position14° - 40.6' N
139° - 23.6' E

Steaming as before in company with Task Group 34.1 in cruising disposition 4 Sugar. Formation axis 070°(T), fleet course 085°(T), fleet speed 18 knots; enroute to Saipan. Conducted tactical and gunnery exercises throughout the day. Ammunition expended: 41 rounds - 5"/38 Cal., Mk. 18, Mod. 2 projectiles; 66 Charges Smokeless powder, 5"/38 Cal., SPDN. During maneuvers, conformed in general to base course 070°(T). At 1559 formed cruising disposition 4 Sugar, on fleet course and axis 090°(T), at 12 knots. At 1620 U.S.S. TINGEY alongside to fuel; fueling completed at 1734, U.S.S. TINGEY having received 68,325 gallons fuel oil.

27 SEPTEMBER 1944

0800 Position14° - 25.0' N
141° - 36.3' E1200 Position14° - 23.4' N
142° - 30.0' E2000 Position15° - 05' N
143° - 43.1' E

Steaming as before in company with Task Group 34.1 on various courses and speeds to effect rendezvous with Task Unit 30.8.11 for fueling. At 0505 U.S.S. IOWA and U.S.S. NEW JERSEY left the formation, with escorts to fuel. Remaining units adjusted stations in formation. At 0700 U.S.S. WASHINGTON and CruDiv 14 left the formation to fuel. Fueling course and axis 090°(T). At 1050 came along port side U.S.S. ENOREE, and at 1116 began receiving fuel. Completed fueling at 1406 having received 614,685 gallons fuel oil. Conducted gunnery exercises during the afternoon; ammunition expended: 20MM - 416 rounds, HET; 139 rounds, HEI; 40MM - 622 rounds, HET. At 1553 formed cruising disposition 4 Sugar on fleet course and axis 090°(T), at 15 knots. At 1626 course changed to 030°(T). Began zig-zagging as directed by O.T.C. At 2300 changed course to 100°(T)

28 SEPTEMBER 1944

Steaming as before in company with Task Group 34.1 enroute Saipan. At 0427 sighted Saipan Island bearing 130°(T). Fleet axis rotated to 130°(T) at 0431, and at 0448 changed course to 145°(T). At 0455 formed cruising disposition 4 Nan. Steamed on various courses and at speeds as directed by O.T.C. and Division Commander, and at 0628 anchored in roads off Saipan Harbor, Saipan Island, Marianas Group, in Berth K 108 in 17 fathoms of water with 90 fathoms of the port anchor chain in use. Anchorage bearings: Ships Head, 161°(T); Black stack, 135°(T); Left tangent Tinian,

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172.6°(T); Left tangent Saipan, 102.2°(T). At 0634 set the Port War Watch, began normal port routine. At 1134 U.S.S. THE SULLIVANS tied up alongside for repairs. At 1616 completed pumping 1600 gallons diesel oil to U.S.S. THE SULLIVANS. U.S.S. IOWA radar guard ship reported an unidentified plane bearing 274°(T), range 56 miles at 1730. Material Condition "Zebra" set below the second deck, and the ship darkened. At 1750 stood to Air Attack stations, Material Condition "Zebra" set throughout the ship. Unidentified plane identified as friendly at 1803, and at 1804 secured from Air Attack, set the Port War Watch. Unless indicated otherwise Material Condition "Yoke" is set during darkness, and Material Condition "X-ray" during daylight, while ship is in port.

29 SEPTEMBER 1944

2000 Position

15° - 20.5' N
145° - 08.0' E

Anchored as before. At 0910 began pumping 6,000 gallons fresh water to U.S.S. THE SULLIVANS. At 1120 U.S.S. SULLIVANS underway and cleared the port side. Ammunition lighter alongside from 1425 to 1515. At 1600 stationed special sea details; made all preparations for getting underway, pursuant to ComThirdFleet's 281255, directing Task Force 34 plus one CVL and two destroyers and Task Group 38.2 to depart Saipan and proceed to Ulithi. Underway at 1659, maneuvering on various courses and at various speeds while forming cruising disposition 4 Sugar. From 1710 to 1724 stood to Air Attack stations. Fleet course and axis 270°(T), fleet speed 15 knots. Zig-zagging as directed by O.T.C., and at 2130 changed course and axis to 225°(T).

30 SEPTEMBER 1944

0800 Position

14° - 01.2' N
143° - 35.7' E

1200 Position

13° - 03.5' N
141° - 53.6' E

2000 Position

11° - 58.3' N
140° - 59.4' E

Steaming as before in company with Task Group 34.1 in cruising formation 4 Sugar, on fleet course and axis 225°(T) at 17 knots. The ship is darkened from sunset to sunrise and is in Condition of Readiness II; Engineering Condition 33, Aircraft Condition 8, Condition of Radar Silence 5 are set. While underway, unless otherwise indicated, Material Condition "Yoke" is set during darkness, and Material Condition Yoke below second deck, Material Condition "X-ray" above, during daylight. At 0232 U.S.S. MILLER reported sound contact, bearing 280°(T), distance 10,000 yards. Emergency turn left to course 115°(T) executed at 0236. Sound contact lost by U.S.S. MILLER at 0240. At 0244 changed course to 225°(T), and commenced zig-zagging as directed

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by O.T.C. Conducted tactical and gunnery exercises throughout the day. Stead to Air Attack stations from 0836 to 1035 during course of simulated Air Attack by friendly planes. Exercise continued during afternoon. Stead to Air Attack stations from 1205 to 1344. At 1344 formed cruising disposition 4 Sugar on fleet course and axis 2250(T) at 15 knots. Course and axis changed to 210°(T) at 1450, and course changed to 180°(T) at 1503. At 1800 course changed to 270°(T), and at 2308 to 180°(T).

SUBMITTED:

P.S. Savidge Jr.
P.S. SAVIDGE, Jr.,
Lt. Comdr., U.S. Navy,
Navigator.

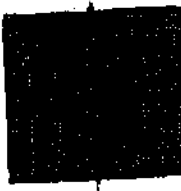
APPROVED:

W.W. Warlick
W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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By: JKA Date: 1/16

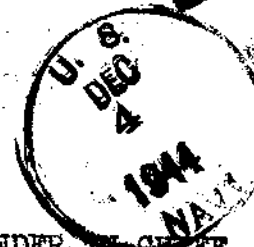
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NAVY DEPARTMENT

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UNITED STATES FLEET
WASHINGTON, D. C.**

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

12-3-44

(Date)

Ref: (a) Art 76(5) (a), (b), U.S.N. .
Regs.

The classification of the corres-
pondence indicated below has been

changed from SECRET

to CONFIDENTIAL

U.S.S. MASSACHUSETTS ltr.

File BB59/A12-1/A16-3,

dtd. 11-1-44, War Diary for
October, 1944.

D. Thorne
D. L. THORNE
By direction

File No.
BB59/ A12-1/A16-3

60/ff

CONFIDENTIAL U.S.S. MASSACHUSETTS

WAR DIARY

11

1 OCTOBER 1944

Steaming enroute from Saipan, Marianas Islands, to Ulithi Atoll, Caroline Group in company with Task Group 34, organized as follows:

Task Force 34 (Vice Admiral W.A. LEE)
Task Group 34.1 Battle Line (Vice Admiral Lee)
BatDiv 7 (Rear Admiral Hustvedt)
IOWA (F)
NEW JERSEY (FF)
BatDiv 9
ALABAMA (F)
MASSACHUSETTS
WASHINGTON

(Admiral W.A. LEE is in the U.S.S. NEW JERSEY as Commander Third Fleet, in temporary absence of Admiral W.F. HALSEY, and as Commander Task Force 34, and Commander Battleships Pacific.)

Task Group 34.2 Right Flank (Rear Admiral Whiting)
CruDiv 14
VINCENNES (F)
HOUSTON
MIAMI
DesDiv 104

Also present are INDEPENDENCE and escorts, acting as Task Group 34.9

Current movements is pursuant to instructions in dispatch of ComThird Fleet to ComTask Group 38.2 and ComTask Force 34, dated 28 September 1944, directing Task Force 34 with one light carrier and escorts and Task Group 38.3 to sail from Saipan on 29 September at 1730 and to proceed to Ulithi by a designated route arriving at 0600, 1 October 1944 (All times Item). Precautions are being taken to avoid visual sighting from Rota Island. Tactical and Gunnery exercises are being conducted while enroute. The Task Force is steaming in cruising disposition 4 Sugar, fleet course 180°(T); fleet axis, 210°(T). Standard speed is 15 knots, steaming at 18 knots. Basically, the ship is in Condition III during daylight and Condition II during darkness; zig-zagging is in accordance with O.T.C.

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instructions. O.T.C. is Vice Admiral W.A. LEE in U.S.S. NEW JERSEY.

At 0028 changed fleet course to 210°(T), and at 0355 changed fleet course to 030°(T). Cruising disposition 4 Nan formed at 0420; fleet guide, U.S.S. IOWA; division guide U.S.S. ALABAMA. At 0430 stood to General Quarters stations; secured at 0530. Sighted Ulithi Atoll and followed movements of Division Guide in entering port. At 0708 anchored in Berth 16, in 18 fathoms of water.

Set the Port War Watch and began following normal port routine. Ship is on four hours notice for getting underway. At 1315 U.S.S. WOODWORTH alongside to fuel; 1449 U.S.S. WOODWORTH cleared side after receiving 75,775 gallons of fuel oil. U.S.S. MONTGOMERY alongside at 1730 to deliver injured personnel.

2 OCTOBER 1944

At 0643 U.S.S. HEALY alongside to transfer to this ship, ComBatDiv EIGHT (Rear Admiral G.B. DAVIS) and members of his staff. ComBatDiv EIGHT came aboard and hoisted his flag.

Task Force 34 organization modified to the following:

Task Force 34 (Vice Admiral W.A. LEE)

Task Group 34.1 Battleline (Vice Admiral W.A. LEE)

BatDiv 7 (Rear Admiral HUSTVEDT)

IOWA (F)

NEW JERSEY (FFF)

BatDiv 8

MASSACHUSETTS (F)

WASHINGTON (FF)

BatDiv 9 (Rear Admiral HANSON)

SOUTH DAKOTA (F)

ALABAMA

Admiral W.F. HALSEY, ComThird Fleet, present in NEW JERSEY: Vice Admiral W.A. LEE, ComBatPac present in WASHINGTON.

At 1055 received signal "Flash Red" from SOPA. Manned Air Attack Stations; set Material Condition "Zebra". Signal "Flash White" received from SOPA at 1100; secured from Air Attack stations, resumed Condition III.

At 1155 U.S.S. BRONSON alongside to fuel. Operation completed at 1440, U.S.S. BRONSON having received 51,600 gallons of fuel oil. During forenoon conducted diving operations to inspect screws, shafts and rudders. U.S.S. ALDEBARAN received along port side for stores and provisions at 1327. U.S.S. DORTCH alongside to fuel at 1521; operation completed at 1613. Diving operations continued during afternoon. At 1658 U.S.S. ALDEBARAN underway from port side, and at 1740 U.S.S. CIMARRON alongside to fuel U.S.S. MASSACHUSETTS.

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Weather conditions deteriorated during the day. The sky was overcast, ceiling low, squalls frequent. Barometer dropped from 29.71 at 1200 to 29.67 at 1800, and the force of the wind increased from force 3 at 1200 to force 5 at 1900. All data indicated a tropical disturbance of some intensity passing to northward. The ship was made secure for heavy weather, and preparations were made for getting underway on one hours' notice. At 1941 fueling operations completed; received 350,737 gallons fuel oil at 60°F and 6,979 gallons diesel oil at 85°F.

3 OCTOBER 1944

1200 Position
 09° - 18.3' N
 140° - 10.4' E

2000 Position
 08° - 44.3' N
 141° - 25.3' E

Pursuant to orders by radio from O.T.C. preparations were made to get underway at 0730 and sortie in company with Task Force 34. Weather conditions remained bad due to the tropical disturbance to the north. At 0605 U.S.S. CIMARRON underway from port side. Underway at 0723. During the run down the channel inside the Atoll two Mark 8 Radars were kept on designated targets and ranges taken with them checked with the position of the ship as determined by visual bearings. As the ship neared the entrance channel the weather closed in, making impossible the taking of any bearings visually. Radar ranges were plotted continuously, and these, together with dead reckoning, furnished what proved to be an accurate plot of the ship's track through the narrow channel.

At 0906 changed speed to 14 knots; formed cruising disposition 4 Nan on fleet course and axis 150°(T). Cruising disposition 4 Sugar formed at 0955 on fleet course and axis 140°(T) at 15 knots. Course changed to 120°(T) at 1352. Fleet course and axis changed to 060°(T) at 1830, and at 1902 changed course to 000°(T). Axis changed to 000° at 1913. At 2156 course changed to 290°(T).

The storm abated somewhat during the day, the barometer rising from 29.66 at 0100 to 29.76 at 2400, and the force of the wind declining from force 7 to force 5 in the same period.

4 OCTOBER 1944

0800 Position
 09° - 55.4' N
 139° - 27.1' E

Steaming as before in company with Task Force 34. Maneuvered as directed by O.T.C., preparing to reenter Ulithi Atoll. At 0725 formed cruising disposition 4 Nan. At 0847 entered Ulithi Atoll by Mugai Channel and proceeded to Berth 21, anchoring at 0934, in 24 fathoms of water with 120 fathoms of the port chain. Set the the Port War Watch and resumed normal port routine as permitted by Condition of Readiness for getting underway (4 hours).

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5 OCTOBER 1944

Routine flight operations conducted. During forenoon conducted shallow water diving operations to free the screws of LCT 670, tied up astern, of an 8" manila line. At 0941 U.S.S. WEDDERBURN alongside to provision.

6 OCTOBER 1944

2000 Position
 09° - 40.3' N
 139° - 26.3' E

Launched planes for anti-submarine patrol during morning. U.S.S. LAWS alongside at 0814 for minor repairs, stores and fueling.

Pursuant to ComThird Fleet dispatch of 6 October 1944, Task Force 34 was dissolved at 1200, and units of Task Force 34 joined Groups of Task Force 38 to which they had previously been assigned. Task Groups 38.2 and 38.3 are present. Organization is as follows:

Task Force 38 (Vice Admiral M.A. MITSCHER)
Task Group 38.2 (Rear Admiral C.F. BOGAN)

INTREPID (F)
 BUNKER HILL
 CABOT
 INDEPENDENCE
 HANCOCK

BatDiv 7 (Rear Admiral BADGER)
 IOWA (F)
 NEW JERSEY (FF)

CruDiv 4 (Rear Admiral WHITTING)
 VINCENNES (F)
 HOUSTON
 MIAMI

CruDiv 11
 SAN DIEGO (F)
 OAKLAND

Desron 52 and 53

Task Group 38.3 (Rear Admiral F.C. SHERMAN)

ESSEX (F)
 LEXINGTON (FF)
 LANGLEY
 PRINCETON

BatDiv 8 (Rear Admiral DAVIS)
 MASSACHUSETTS (F)
 WASHINGTON (F of ComBatPac)

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BatDiv 9 (Rear Admiral HANSON)
SOUTH DAKOTA (F)
ALABAMA
CruDiv 13 (Rear Admiral DuBose)
SANTA FE (F)
BIRMINGHAM
MOBILE
Desron 50, 55

Admiral W.F. HALSEY, COMMANDER THIRD FLEET, present in NEW JERSEY; Admiral W.A. LEE, ComBatPac, present in WASHINGTON.

Pursuant to instructions contained in ComFirstCarTaskForPac operation order No. 11-44 and in dispatch of ComTask Group 38.3 made preparation to get underway and carry out operations in connection with landings by Southwest Pacific Forces in Leyte Gulf, Philippine Islands. Underway at 1643; sortied. At 1820 formed cruising disposition 5 "Roger", axis 090°(T), as a unit of Task Group 38.3; and at 2000 rendezvoused with Task Group 38.2 at 09°-40' N, 139°-20' E, forming cruising disposition 3 William with axis 060°(T); fleet course 335°(T), at 18 knots, all as directed by ComTaskFor 38 by despatch to ComTask Group 38.2 and ComTask Group 38.3. U.S.S. RENO and U.S.S. BIRMINGHAM did not sortie, remaining in the harbor to complete provisioning.

Fleet course changed to 350°(T); speed reduced to 18 knots. Enroute to rendezvous with Task Groups 38.1 and 38.4 at 15°-30' N, 138°-00' E, as directed by ComFirstCarTaskForPac operation order 11-44.

Basically, the ship is in Condition II during darkness and Condition III during daylight.

7 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
12°-37.8' N 138°-41.2' E	13°-46.2' N 138°-28.9' E	15°-55.1' N 138°-25.3' E

Maneuvered as necessary to launch carrier aircraft for C.A.P. and A.S.P. U.S.S. LONGSHAW reported steering casualty at 0906, indicating however, that she would stay clear of formation; at 0910 U.S.S. LONGSHAW regained steering control and resumed station. Stood to General Quarters Stations for drill during forenoon.

Fleet course changed to 015°(T) at 1700; speed changed to 17 knots. Rendezvoused with Task Groups 38.1 and 38.4 as scheduled. Formed cruising disposition 3 William on fleet axis 060°(T).

Steaming enroute to fueling rendezvous at 19°-00' N, 139°-00' E.

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SECRET

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8 OCTOBER 1944

0800 Position18°-23.9' N
138°-38.3' E1200 Position18°-15.7' N
138°-02.1' E2000 Position18°-04.5' N
136°-43.4' E

At dawn met units of Fueling Group 30.8, formed cruising disposition modified 5 Roger, fleet course and axis 260°(T), speed 10 knots. During forenoon received U.S.S. GATLING and U.S.S. INGERSOLL alongside to fuel. At 1120 U.S.S. RENO and U.S.S. BIRMINGHAM joined Task Group 38.3. Alongside U.S.S. CACHE to fuel at 1322; operation completed at 1710, this ship receiving 247,083 gallons fuel oil. During operation, U.S.S. FRITCHETT came alongside to transfer U.S. and official mail. Cruising disposition 5 Roger formed at 2000; fleet axis 260°(T), fleet course 295°(T), at 18 knots.

9 OCTOBER 1944

0800 Position19°-49.2' N
134°-44.3' E1200 Position21°-03.9' N
134°-59.7' E2000 Position22°-28.4' N
134°-44.1' E

Steaming as before, enroute to support carrier air strikes against Japanese shipping and facilities in the area of Okinawa Jima in the Nansei Shoto Group. Fleet course changed to 0100°(T) at 0400. Stood to General Quarters Stations from 0437 to 0557. Formation axis rotated to 0300°(T) at 1043. U.S. Mail was delivered to this ship by the U.S.S. COGSWELL, which came alongside at 1121. Fleet course changed to 300°(T) at noon, and speed increased to 23 knots; began approach to position from which dawn strikes will be launched. At 2100 increased speed to 25 knots.

At 1400, the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. Tonight we are on our way to open the action of a vast new operation in the Western Pacific. The early date of this operation following the landings in Palau is the result of our remarkable success in the strikes on the Philippines.

This new operation, as usual, will lead to a landing. When and where, I cannot tell you until later. It is enough for us to know that Task Force 38 leads off, as usual, with a damaging blow to some important enemy position. The purpose of this blow is to weaken the enemy's ability to counter the landings when they come.

Task Force 38 has all four groups in this operation, and is therefore one-third stronger than it was when it hit the Philippines.

Our objective tomorrow is Okinawa. Okinawa, unlike the islands we have attacked before, is not conquered or mandated

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SECRETWAR DIARY

territory. It is one of the home islands, about 300 miles south of Japan proper. It is about 10 times as big as Saipan and has several good harbors. Its strategic importance lies in the fact that it is a staging point for aircraft flown from Japan proper, southward to Formosa, thence to the Philippines and the Indies. It is obvious, therefore, that to wreck its air facilities will cut off the flow of reinforcing aircraft from the southern area.

At present there is no reason to believe that we have been discovered. If this be true, we can expect to make another of those surprise attacks, for which Task Force 38 has now become renowned. It goes without saying that we must be prepared for air attack and possibly surface action.

As successive phases of this operation develop, I will give you more information. In the meantime, it will be interesting for you to know that tomorrow morning you will be only 400 miles from Kyushu, the southern island of Japan proper."

10 OCTOBER 1944

0800 Position

24°-33.9' N
129°-02.3' E

1200 Position

25°-03.7' N
129°-33.3' E

2000 Position

24°-29.4' N
129°-22.8' E

At 0518 stood to General Quarters Stations, and shortly thereafter the carriers began launching planes for fighter sweeps and air strikes against Japanese airfields, shore installations and shipping in the area of the Island of Okinawa Jima. Tactical surprise was achieved, and as there were no indications of an enemy attack on our surface forces, secured from General Quarters Stations at 0850. At 0955 our carrier planes, reported two enemy supply ships, already damaged by bombing, about 40 miles to the west of our force. The U.S.S. MOBILE, U.S.S. COTTEN, and U.S.S. GATLING were ordered to leave the formation and attack the enemy vessels. However, by the time our ships reached the scene of action, the enemy ships had been sunk by planes.

Air strikes continued through the day. At 1548 changed fleet course to 220°(T) and began retiring southeastward to fueling rendezvous with units of Task Group 30.8 at 20°-00' N, 128°-00' E. Stood to Air Attack Stations at 1752; secured at 1948.

11 OCTOBER 1944

0800 Position

19°-53.8' N
127°-58.5' E

1200 Position

19°-48.0' N
127°-07.4' E

2000 Position

19°-57.3' N
125°-18.3' E

Stood to General Quarters Stations at 0518, secured at 0618. At 0735 joined Task Group 30.8, forming cruising disposition 5 "Roger", modified for purposes of fueling. Fleet course changed

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SECRETWAR DIARY

to 260°(T), speed reduced to 12 knots. Formation axis is 0800(T). U.S.S. LAWS came alongside to fuel at 0759. Completed fueling USS LAWS at 0915, having discharged 74,530 gallons fuel oil. Launched and recovered one aircraft for Anti-submarine patrol. U.S.S. HEALY alongside to fuel at 1000; operation completed at 1106, USS HEALY having received 79,030 gallons fuel oil. U.S.S. COGSWELL alongside at 1429 to transfer U.S. and official mail. At 1453 came along port side of U.S.S. GUADALUPE and began receiving fuel. Fueling completed at 1505, this ship having received 458,041 gallons of fuel oil.

Fueling operations completed. At 1818 increased speed to 24 knots and at 1900 changed fleet course to 3200(T). In accordance with ComFirstCarTaskForPac Operation Order 11-44, began approach to position from which Air Strikes are to be launched against installations on the Island of Formosa and Japanese shipping in adjacent waters.

Stood to Air Attack Stations at 1830; secured at 1912. The Task Force is evidently being followed by Japanese planes as several unidentified aircraft were reported in the area.

At 1400 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. Tonight we start the run-in for the second phase of our operation. Today we have been fueling in waters that a few weeks ago were strongly held by the enemy. We are 400 miles from Okinawa, 400 miles from Formosa, and 250 miles from Luzon. Our boldness in bringing tankers into such an area must be galling to the Japanese. The Japs are making strong efforts to keep track of us, but not to attack us. They tracked us during last night and today they have had us under observation. Two of the tracking planes were shot down. The Japanese are very anxious to know where we are going next. We are trying to prevent them from discovering. During the day we have been heading towards the Philippines, and two task groups made a fighter sweep over northern Luzon, with fairly good results. At dark tonight we will be heading toward Luzon at 24 knots. As soon as it is completely dark, we will change course 90° right for our new objective - Formosa. As everyone knows, Formosa is one of the strongest Jap positions outside the home islands. It is our purpose to work over this strongly held position for two days, and then to retire for fueling.

I anticipate that we will be discovered during the night and tracked. It appears too much to expect that we can surprise Formosa tomorrow. However, we can deal with whatever the enemy chooses to send against us.

Our position tomorrow morning will be about 100 miles from Formosa and 250 miles from the China coast."

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By: [illegible]
Date: [illegible]

SECRETWAR DIARY

12 OCTOBER 1944

0800 Position22°-34.2' N
122°-29.4' E1200 Position22°-47.3' N
122°-57.5' E2000 Position22°-50.0' N
123°-09.3' E

Approaching strike position, about 12°-20' N, 122°-40' E, from which point the carriers will launch air strikes against airfields, shore installations and industrial targets on the island of Formosa. Stood to General Quarters Stations for dawn alert at 0554. Several unidentified planes were reported closing the Task Group, and at 0545 various ships commenced firing upon enemy aircraft. Firing continued intermittently until dawn, but the enemy did not press the attack. At sunrise our carriers began launching fighter sweeps and air strikes which continued throughout the day. Enemy planes were reported in the vicinity of the formation from time to time during the day, but none came close enough to be fired upon by our surface craft. However, our Combat Air Patrol destroyed several enemy planes before they could close the Task Group.

At sunset stood to Air Attack Stations. A group of enemy planes was reported closing the Task Force. Task Group 38.2 opened fire and shot down three enemy planes in flames within the space of about five minutes. A few planes approached this Task Group and several ships including the MASSACHUSETTS opened fire. The planes were driven off, but it is not thought that any were destroyed at this time. Various groups of planes continued to close the Task Force and a number of flares were dropped by enemy planes. From time to time the other Task Groups were observed firing and at 2122 this ship commenced firing again with 5" and machine gun batteries. Again the planes were driven off without apparent damage to either planes or ships. All ships carried out emergency maneuvers as ordered by O.T.C. while enemy attacks were being made. In general however, a base course which will take the force a short distance northeastward for a night retirement is being followed. Strikes are to be continued tomorrow.

13 OCTOBER 1944

0800 Position22°-44.4' N
122°-30.6' E1200 Position22°-59.0' N
122°-23.3' E2000 Position22°-39.9' N
122°-10.8' E

Continued emergency maneuvering while repelling air attacks. Secured from air attack stations at 0150. Stood to Air Attack Stations at 0544 for dawn alert.

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SECRETWAR DIARY

At dawn the carriers launched planes for continued strikes against Formosa. Throughout the day the Task Group maneuvered to conform to flight operations. At 1825 stood to Air Attack Stations for evening alert. A number of enemy planes were reported in the vicinity of the formation. Ships in Task Group 38.2 were observed firing at 1834, and an enemy plane was observed to crash in flames. At 1840 one of the fighters of our Combat Air Patrol shot down an enemy plane dead ahead. This ship began firing at 1842. At 1845 O.T.C. reported that the U.S.S. CANBERRA a unit of Task Group 38.1 had been torpedoed and was dead in the water, with her engine rooms flooded. The U.S.S. WICHITA was detailed to take the damaged vessel in tow. CruDiv 13 was detached from Task Group 38.3 and ordered to join Task Group 38.2 to replace CruDiv 14 which was standing by with the U.S.S. CANBERRA. DesDiv 100 was ordered to accompany CruDiv 13. At 1948 after all firing had ceased, speed was decreased from 24 knots to 20 knots. At 2117 secured from Air Attack and set Condition II.

No more strikes were scheduled by ComFirstCarTaskForPac Operation Order 11-44, but in view of the damage sustained by the USS CANBERRA ComThirdFleet ordered strong fighter sweeps launched against airfields on Formosa the following morning to afford more protection to the damaged cruiser and her escorts.

All groups retired eastward a short distance during the night to return in time to be in position to launch fighters at dawn.

14 OCTOBER 1944

0800 Position

22°-53.8' N
122°-56.9' E

1200 Position

23°-21.4' N
123°-32.2' E

2000 Position

22°-15.2' N
125°-05.8' E

Steaming in vicinity of strike position, prior to launching fighter sweeps over Formosa airfields.

Stood to Air Attack Stations at 0544, secured at 0848. Fighter sweeps continued through the morning, as heavy ships of the Task Group fueled destroyers. This ship fueled the U.S.S. COTTEN, LONGSHAW, GATLING and HEALY. During the morning, O.T.C. reported that the U.S.S. HOUSTON which had been protecting the U.S.S. CANBERRA had been torpedoed by a Japanese plane.

At 1135 after morning fighter sweeps had been completed, Task Groups 38.2 and 38.3 changed course to 135°(T), increased speed to 24 knots, and began retiring to a fueling rendezvous with units of Task Group 30.8 at approximately 18°-30'N, 128°-00'E. Task Group 38.1 remained in the vicinity of Task Group 30.5 to afford protection from further enemy air attacks.

During mid-afternoon, a small group of enemy aircraft attacked the Task Groups but were repulsed by our Combat Air Patrol and anti-aircraft fire without having inflicted any damage. At dusk another group of enemy planes attacked this Task Group, and succeeded-

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ed in breaking into the formation. One enemy torpedo plane, a "Jill" after launching a torpedo at the U.S.S. LANGLEY in an unsuccessful attack, approached this ship. The plane was taken under fire and was shot down in flames a short distance off our starboard bow. Shortly thereafter another plane of the same type approached this ship from the starboard quarter. It, too was shot down in flames by our machine gun battery. During the attack an enemy plane crashed into the fantail of the U.S.S. RENO, causing few casualties and minor damage. All attacks had ceased by 1830, although enemy planes remained in the vicinity of the formation until mid-night.

15 OCTOBER 1944

0800 Position

180-48.1' N
1280-14.7' E

1200 Position

180-05.3' N
1280-56.3' E

2000 Position

180-43.1' N
1300-06.3' E

Steaming as before, enroute to fueling rendezvous with Task Group 38.3 on course 1350(T) at 24 knots. 0522 Stood to General Quarters. 1111 Alongside U.S.S. KASKASKIA, one of eight tankers of Task Group 30.8. Received dispatch from Commander Task Group 38.3 about 1600 cancelling a strike against Luzon scheduled for tomorrow and ordering preparations made for a long range search and attack on Japanese fleet. Changed course to northward and began searches for Japanese fleet.

16 OCTOBER 1944

0800 Position

220-14.8' N
1270-52.9' E

1200 Position

220-23.5' N
1270-59.0' E

2000 Position

220-23.1' N
1289-17.2' E

Continuing search for enemy fleet. At 0525 stood to General Quarters Stations for dawn alert. At 0700 the carriers launched a series of searches to northward, extending to 225 miles. Results of these searches were negative. The Task Group was kept south of 230-00' N. At 1018 our lookouts reported a Japanese medium bomber, a "Nell" on the horizon. One of the destroyers on our screen opened fire, but failed to hit the plane which immediately began opening range.

An afternoon search was launched and at about 1600 a message was received from Task Group Commander 38 stating that one of our planes had contacted an enemy force of some size. Amplifying reports placed the force at 260-27' N, 1300-28' E and indicated that it probably consisted of one (1) CV, two (2) BBs, one (1) CA, two (2) CLs and eight (8) DDs on a course of 2500(T) at an estimated speed of 15 knots. Inasmuch as the force was too far away to reach with an attack, ComTask Force

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Date: 12/16

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38 ordered the INDEPENDENCE to launch a night search and strike.

During the afternoon the U.S.S. DORTCH came alongside to transfer one of her men for medical treatment. Stood to Air Attack Stations at 1802 for dusk alert.

The night search of the INDEPENDENCE planes was negative, the enemy Task Force evidently having retired to the northward. Commander Third Fleet ordered the Task Force to proceed to a fueling rendezvous at 21°-00' N, 127°-00' E.

At 1720 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. My purpose this afternoon is to bring you up to date on our prospective operations.

Admiral Halsey has made a change in plans for our Task Force. This change has been brought about by the enemy's reaction to our sustained strikes on Formosa, or rather it has been brought about by the enemy's opinion of the effectiveness of his counter-attacks upon us.

You all are aware of the statements of damage to us which have been broadcast from Tokyo. Admiral Halsey has reason to believe that the enemy really thinks he has defeated us and may come out to try to mop up the remainder. Let's hope they do. We are prepared.

I have heard it asked how Admiral Halsey gets his information. It should be remembered that he is in radio communication with Admiral Nimitz, General MacArthur, and General Stilwell, all of whom have had time to establish the means of gaining intelligence of the enemy. Also, it must be remembered we have many submarines on the prowl in this area. He, also, has the reports of their contacts.

The enemy apparently believes that he has sunk fifty-three (53) of our ships, including seventeen (17) carriers. As we all know, that is all the carriers we brought along. Contrary to the enemy's claim, our damage has been astonishingly light in view of the counter-attacks upon us. Two cruisers have been torpedoed, and are being towed out of the battle area. They are escorted by cruisers, destroyers and a carrier. It will be surprising if these cruisers and their escorts do not suffer additional damage during their retirement. They have fought off all attacks for two days. In the meantime our striking power is undiminished. All the carriers and all the battleships are undamaged.

The lightness of our damage is the result of the overpowering superiority of our fighter planes and the alertness and skill of the anti-aircraft gunners. To our own gunners I express the admiration of the whole ship's company for their demonstration of how the watch should handle a torpedo plane attack.

In accordance with the original operation plan, Task Force 38 would have made attacks upon the Phillipines for the next two or three days. That task must wait, but other operations under the original plan will continue. Our diversion will have no effect upon the scheduled landing, when it is due, except possibly

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to delay it a few days.

Last night, after fueling, instead of moving toward the Philippines, we moved north. We are now 250 miles south of Okinawa and 400 miles east of Formosa. The damaged cruisers and their escorts are southwest of us; therefore, it is apparent that Admiral Halsey has moved Task Force 38 to a position where he can make a flank attack upon any enemy surface force leaving Japan to attack that group. This morning the carriers launched a long-range search to the northwestward, reaching to the Okinawas. Nothing was found except a few planes. This afternoon they are searching again.

It is apparent that Task Force 38 is committed to a period of maneuver which will last until the situation clarifies. In such a period a heavy burden falls upon the fleet commanders. For the rest of us it is a period of suspense until contact is made or the search is abandoned. This period properly should be devoted to whatever relaxation is possible, in preparation for the trial of battle which may come, whether it be air attack, surface action, or both.

17 OCTOBER 1944

0800 Position

21°-03.7' N
126°-59.4' E

1200 Position

21°-19.9' N
127°-17.1' E

2000 Position

20°-09.1' N
128°-04.5' E

Steaming toward fueling area at 21°-00' N, 127°-00' E. Stood to General Quarters Stations for dawn alert at 0526. During morning fueled U.S.S. IRWIN, GATLING, LONGSHAW and COTTEN. U.S.S. PRESTON alongside with Official Mail at 1416. At 1435 U.S.S. PORTERFIELD reported passing a floating mine, and upon instructions from O.T.C. sank the mine with gunfire. After dark came to base course 200°(T) and proceeded toward a fueling area located at approximately 18°-00' N, 130°-00' E.

18 OCTOBER 1944

0800 Position

18°-04.5' N
128°-47.3' E

1200 Position

18°-02.1' N
129°-31.0' E

2000 Position

17°-29.7' N
128°-32.3' E

Steaming with Task Group 38.3 in strategic support of Philippine Operations enroute to fueling area at 18°-00' N, 130°-00' E. 0621 Sunrise; maneuvering to take fueling stations. Eight (8) tankers of Task Unit 30.8.8 present. 0656 Alongside U.S.S. KASKASKIA on course 060°(T) at 10 knots. Received 37,553 gallons fuel oil, and left the tanker at 0917. 1002 U.S.S. CAPERTON alongside for stores. 1013 Catapulted two planes for anti-submarine

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By TAC/Alma Dale

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patrol; recovered at 1225. 1342 Changed axis to 135°(T). Steaming on course 255°(T) at speed 17 knots, during afternoon and evening.

19 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
16°-54.2' N	17°-12.2' N	16°-46.7' N
127°-14.9' E	126°-37.2' E	127°-06.5' E

Steaming with Task Group 38.3 in strategic support of the Philippine Operations. Operating in vicinity of 17°-00'N; 127°-00'E. Maneuvered as required by routine flight operations during the day.

20 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
16°-33.1' N	15°-18.9' N	15°-14.0' N
127°-13.5' E	126°-51.1' E	126°-25.9' E

Steaming as before in vicinity of 17°-00'N; 127°-00'E, approximately 400 miles east of Manila. Task Group ordered to rendezvous with Group 38.2 at 15°-00'N; 127°-00'E at noon in view of reported Japanese movements south of the Philippines. Proceeded on course 188°(T) at 25 knots. At 1200 Task Groups 38.2 and 38.3 formed Disposition 3W, axis 030°(T). 38.3 guide of force; in formation 5R, axis 020°(T), course 270°(T), speed 17 knots. At 1730 proceeding on course 210°(T) toward San Bernardino Strait area to conduct strikes.

21 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
13°-22.8' N	14°-01.4' N	14°-25.0' N
125°-00.5' E	125°-10.7' E	127°-00.0' E

Steaming as before. At 0550 commenced launching air strikes on Northern Visayas from position off the north coast of Samar Island. Stood to General Quarters Stations at 0530 for dawn alert; secured at 0630. Maneuvered as required by flight operations of carriers. At 0905 the lookouts sighted land, part of the Visayas, at 260°(T). At 0941 the lookouts reported a "Betty" on the horizon at 235°(T), but the plane immediately faded from view. This was the only instance in which an enemy plane was sighted during the day. After noon, the course was, in general, easterly in order to take the Task Group to a fueling area at approximately 15°-00' N; 130°-00' E by dawn tomorrow.

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22 OCTOBER 1944

0800 Position14°-31.5' N
129°-56.1' E1200 Position14°-17.7' N
130°-29.4' E2000 Position14°-01.1' N
129°-58.0' E

Steaming as before, enroute to fueling area at 15°-00'N; 130°-00'E. Sighted nine tankers of Task Group 30.8 at dawn. At 0704 alongside U.S.S. KENNELAGO, received 242,298 gallons fuel oil, made miscellaneous transfers of stores and personnel and left the side at 0825. On completion of operations, the Task Group formed up as before, course 270°(T), speed 17 knots. Destroyers delivering U.S. Mail and Guard Mail to the Task Group.

23 OCTOBER 1944

0800 Position14°-02.2' N
130°-03.1' E1200 Position14°-06.0' N
128°-54.3' E2000 Position14°-22.1' N
126°-51.9' E

Steaming from fueling area on route to operating area at 13°-55' N; 130°-15' E. Arrived at rendezvous point at 0600; joined Task Groups 38.1 and 38.4. At 0601 U.S.S. WASHINGTON, U.S.S. ALABAMA and Desdiv 100 were detached from Task Group 38.3 and joined Task Group 38.4, as directed by dispatch orders of ComThird Fleet. ComBatDiv 9 (Rear Admiral Hanson) in U.S.S. SOUTH DAKOTA assumed tactical command of Task Unit 38.3.2.

Task Group 38.3 operated in the vicinity of the above mentioned area throughout the day maintaining a 300 mile search in the area from 280°(T) to 350°(T).

24 OCTOBER 1944

0800 Position15°-22.9' N
123°-11.5' E1200 Position15°-36.2' N
123°-48.9' E2000 Position15°-18.9' N
124°-17.4' E

Cruising in waters east of Luzon, while furnishing air support for the Philippines Operations.

Shortly after midnight several unidentified aircraft were detected at a range of about 50 miles. These planes did not close the formation, however, and the contact was lost. At 0528 unidentified planes were again detected, at about 27 miles, closing the formation. All hands stood to Air Attack Stations at 0538. Night fighters intercepted the enemy planes, and none closed to gun range. Secured from Air Attack at 0647.

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During the early morning a dispatch from ComTask Group 38.2 reported an enemy force of thirteen destroyers (13), four (4) battleships and eight (8) heavy cruisers between Mindoro and Tobias Islands in the Central Phillipines. Amplifying reports indicated that the force was divided into two groups, and might contain seven battleships instead of the four indicated earlier.

The ESSEX and LEXINGTON launched heavy strikes against these ships early in the morning.

Meanwhile, our own force was under attack by enemy aircraft, consisting principally of dive bombers identified as "Judys". At 0755, after a large group of enemy aircraft had been reported closing the formation, all hands manned Air Attack Stations. This raid was intercepted by our Combat Air Patrol and did not close the formation. However, at 0837 the Combat Air Patrol reported a group of approximately 30 enemy planes closing the Task Group, and at 0837 various ships began firing at a "Judy" which had dropped a bomb close to the U.S.S. HEALY. All ships were executing emergency maneuvers as directed by O.T.C. At 0900 a "Judy" was shot down in flames about 12,000 yards ahead of the formation by one of our fighters. The LANGLEY and PRINCETON recovered aircraft and at 0939, immediately after the PRINCETON finished recovering planes, an enemy plane dropped a bomb which struck the after portion of the PRINCETON'S flight deck and penetrated to the hangar deck, starting a large fire. O.T.C. ordered speed decreased from 24 knots to 18 knots so the PRINCETON might maintain station. Several large explosions occurred aboard the PRINCETON, however, spreading the fire considerably. The PRINCETON changed course and began to leave the formation and the BIRMINGHAM, RENO, CASSIN YOUNG, GATLING and IRWIN were detached to stand by and assist the damaged ship.

At 1017 another "Judy" was sighted within the formation, being pursued by one of the Combat Air Patrol. Just as the "Judy" approached the LANGLEY our fighter opened fire, setting the "Judy" afire. It continued on it's course and dropped it's bomb which was a near miss on the LANGLEY'S port quarter. The enemy plane then crashed in flames between the LANGLEY and the ESSEX.

At 1033, the U.S.S. MORRISON was ordered to assist the USS PRINCETON, which was being abandoned.

At 1300 enemy planes again closed the formation and various ships began firing. A bomb was dropped close to the U.S.S. LEXINGTON but apparently did no damage. Again at 1510 enemy planes attacked the formation but were driven off without inflicting any damage. About 1630 our search planes reported sighting an enemy force of battleships, carriers, cruisers and destroyers on a southerly course approximately 100 miles to the north of our force.

At 1658 O.T.C. stated by radio that because of the extensive damage suffered by the U.S.S. PRINCETON, and because of the general situation, ComTask Force 38 had ordered that the ship be sunk by our own forces. This order subsequently was carried out. During operations involving removal of PRINCETON'S personnel and dam-

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age control operations, the U.S.S. BIRMINGHAM was damaged by an explosion aboard the U.S.S. PRINCETON. The U.S.S. MORRISON was also damaged while alongside the U.S.S. PRINCETON.

Task Groups 38.2, 38.3 and 38.4 rendezvoused at midnight and steamed north to strike the enemy force.

Previously, the U.S.S. BIRMINGHAM, MORRISON, IRWIN and GATLING had left the formation enroute to Ulithi because of the damage done by explosions aboard the U.S.S. PRINCETON.

Preliminary reports indicated that our planes had done extensive damage to units of the Jap force in waters east of Mindoro Island.

After dusk set Condition I-Easy for the night.

25 OCTOBER 1944

0800 Position

16°-52.8' N
126°-02.8' E

1200 Position

17°-52.0' N
126°-03.9' E

2000 Position

15°-23.1' N
126°-03.0' E

Steaming northward in search of the enemy fleet in company with Task Groups 38.2 and 38.4. At 0150, night fighters from Task Group 38.4 intercepted and shot down one "Mavis" about 40 miles from the formation. At 0225 search planes contacted two groups of enemy ships about 80 miles to the north. At 0240, on orders of Commander Third Fleet, ComTask Force 38 detached Task Force 34, which cleared the Carrier Groups ahead and formed up in Cruising Disposition 4N on MASSACHUSETTS guide, as follows:

BATTLELINE (34.1) (Vice Admiral Lee, ComTask Force 34 and C.T.G. 34.1)

BatDiv 7 - (Rear Admiral Badger)
IOWA (F)
NEW JERSEY (FFF)
BatDiv 8 - (Rear Admiral Davis)
MASSACHUSETTS (F)
WASHINGTON (FF)
BatDiv 9 - (Rear Admiral Hanson)
SOUTH DAKOTA (F)
ALABAMA
CruDiv 13 - (Rear Admiral Du Bose)
SANTA FE
MOBILE
CruDiv 14 - (Rear Admiral Whiting)
VINCENNES
MIAMI
BILOXI
NEW ORLEANS
WICHITA

Desron 50, 52

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By: [Signature]
Date: 1/16/00

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The situation now being clear, secured from Condition I-Easy at 0335 for breakfast. Returned to battle stations at 0518. Cruising disposition 4 Sugar formed at 0552. At 0640 the first strike of Task Force 38 planes passed over head enroute to attack the enemy fleet. Cruising disposition 4 Victor formed at 0603. Later contact reports place the enemy force northeast of our fleet, approximately one hundred and sixty-five (165) miles.

At 1112 the U.S.S. SANTA FE reported sighting a floating mine. The U.S.S. CAPERTON was instructed to destroy the mine. While reports from our planes indicated that severe damage had been inflicted upon the portion of the Japanese Fleet to the north of us, other reports from Commander Seventh Fleet revealed that a considerable force of enemy ships had passed through San Bernardino Straits during the night and was attacking Seventh Fleet Forces in waters east of Samar Island. Hence, upon orders of ComThird Fleet, at 1114 all units except BatDiv 7, 8 and 9, DesRon 52 and the U.S.S. BILOXI, MOBILE and VINCENNES were detached from Task Force 34 and rejoined their own groups of Task Force 38. These ships then joined Task Group 38.2 which then proceeded south to the aid of the Seventh Fleet. Task Groups 38.3 and 38.4 continued attacks on the crippled Japanese force to the north.

Secured from General Quarters at 1210. Battleships began fueling the destroyers of our screen, this ship fueling the U.S.S. UHLMAN and U.S.S. THE SULLIVANS.

Dispatches indicated that the Japanese force off Samar was retiring toward San Bernardino Straits after being damaged by units of the Seventh Fleet and by planes from Task Group 38.1. It being doubtful whether Task Group 38.2 could arrive in time to intercept the enemy force before it passed through the straits, ComThird Fleet, at 1620, formed Special Task Group 34.5, consisting of BatDiv 7, CruDiv 14 and DesRon 52, and steamed south at 28 knots, attempting to catch the enemy. Remaining ships in Task Group 38.2 formed cruising disposition 5 Victor 5 at 1625. At 1645 speed was reduced to 23 knots, at 1812 to 18 knots for aircraft recovery. Speed increased to 23 knots at 1823.

At 1825 U.S.S. INDEPENDENCE escorted by U.S.S. CUSHING and TWINING left the formation to launch long range search and attack.

Speed was reduced to 21 knots at 1952 and to 17 knots at 2310. At 2316 fleet course changed to 190°(T). Strikes will be launched against the enemy at dawn.

26 OCTOBER 1944

0800 Position

130°-59.3' N
125°-30.2' E

1200 Position

130°-55.1' N
126°-06.4' E

2000 Position

130°-00.7' N
126°-17.1' E

Steaming with Task Group 38.2 enroute to rendezvous with Task Group 38.1 and strike position off San Bernardino Strait (Lat. 14°N; Long. 125°E.) At 0500 joined and commenced maneuvering for strike position. At 0523 stood to General Quarters Stations for

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BY TAC/THANK 18/10

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dawn alert. Carriers commenced launching planes at dawn for strike on Jap force found at 0800 to be ten miles west of North-west tip of Panay. Force consisted of four (4) BBs, three (3) CAS, three (3) CLs, ten (10) DBs, on course south at 15 knots. Several units belived considerably danged. Strikes continued all during daylight. At 1406 Lt. G.A. ROBINSON was catapulted in plane No. 09665 and accompanied WASHINGTON planes on rescue mission to Burias Island. After an unsuccessful search of Burias Pass, mission returned. Hoisted plane aboard at 1808. After strikes had all returned, Task Groups 38.1 and 38.2 steadied bn course 090°(T) at 1900 at 16 knots. Received orders from Commander Third Fleet for the two groups to proceed to fueling area at approximately 13°-30' N; 129°-00' E, to fuel at 0700, 27 October 1944.

27 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
13°-10.0' N	12°-48.0' N	12°-46.7' N
129°-08.1' E	129°-49.2' E	129°-39.7' E

At 0700 rendezvoused in center of fueling area at approximately 15°-30' N, 129°-00' E, with nine tankers and CVEs and escorts of Task Units 30.8.1, 30.8.3 and 30.8.6, and with Task Group 34.5 (BatDiv 7, CruDiv 14 and Desron 52). Four AOs reported to Task Group 38.1 and five AOs to Task Group 38.2. Task Group 38.2 at present is constituted as follows:

	INTREPID (FF)	CABOT
	HANCOCK	INDEPENDENCE
<u>BatDiv 7</u> (Rear Admiral Badger)		
	IOWA (F)	
	NEW JERSEY (FFF)	
<u>BatDiv 8</u> (Rear Admiral Davis)		
	MASSACHUSETTS (F)	
	WASHINGTON (FF)	
<u>BatDiv 9</u> (Rear Admiral Hanson)		
	SOUTH DAKOTA (F)	
	ALABAMA	
<u>CruDiv 14</u> (Rear Admiral Whiting)		
	VINCENNES (F)	
	MIAMI	
	BILOXI	
<u>Desrons 52, 53</u>		

Formed cruising disposition 5 "Roger" modified for fueling. U.S.S. NEOSHO is guide. Units not fueling zig-zag independently within a thousand yards of station. Fleet speed 12 knots, fueling course is southeasterly.

At 1050 went alongside U.S.S. PATUXENT to fuel. Operation completed at 1333, this ship having received 13,372 barrels fuel oil.

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Date: 1/16/04

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Upon completion of fueling, formed cruising disposition 5 Roger 5, fleet axis 1200(T), base course 0900(T); speed 22 knots. U.S.S. OWENS alongside to transfer Official Mail at 1612. At 2000 decreased speed to 15 knots.

28 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
13°-27.7' N	13°-17.8' N	12°-52.7' N
128°-50.9' E	129°-38.2' E	131°-53.8' E

Steaming in company with Task Group 38.2 enroute to rendezvous with Task Group 38.3. At 0650 U.S.S. ALABAMA, WASHINGTON, MASSACHUSETTS, LEWIS HANCOCK, HICKOX and MARSHALL left Task Group 38.2 and joined Task Group 38.3, pursuant to radio instructions of Commander Task Force 38. Formation axis 0800(T); fleet course 1000(T); speed 19 knots. Task Group 38.3 is proceeding to Ulithi Atoll in compliance with orders of Commander Task Force 38.

Task Group 38.3 now includes: U.S.S. ESSEX, LEXINGTON, LANGLEY, WASHINGTON, ALABAMA, MASSACHUSETTS, CruDiv 13 less U.S.S. BIRMINGHAM, Desron 55, and U.S.S. LEWIS HANCOCK, HICKOX and MARSHALL.

29 OCTOBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
11°-45.1' N	11°-22.4' N	10°-37.5' N
135°-07.3' E	136°-09.5' E	137°-34.5' E

Steaming as before enroute to Ulithi Atoll. Base course remains 1300(T). Conducted 5"/38 Cal. firing exercises in order to test fuses. Ammunition expended: 48 rounds powder, Index 3591; 3 rounds powder, Index 3541; 48 rounds, Mark 32, Mod. 40 fuses. Changed course to 1100(T), at 17 knots. Continued toward Ulithi Atoll.

30 OCTOBER 1944

Approaching Ulithi Atoll in company with Task Group 38.3. At 0417 changed course to 0900(T). Stood to General Quarters Stations at 0432 for dawn alert; secured at 0701. Pig Island sighted at 0515, bearing 3370(T), range 10 miles. Entered Mugai Channel at 0656, and at 0806 anchored in Berth #7, Urushi Anchorage, Ulithi Atoll, Carolines Group. Set the Port War Watch and began following Port Routine, as permitted by twelve hours notice for getting underway.

ATR #34 alongside to deliver U.S. and Official Mail. U.S.S. SCHUYLKILL alongside to port to fuel the ship. Received 171,672

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U.S.S. MASSACHUSETTS

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barrels fuel oil, 16,110 barrels diesel oil from tanker.

Following orders of ComSeron 10 in the U.S.S. PRAIRIE (Administrative SOPA) Condition II Able was set in the Gunnery Department from one hour prior to sunset to one hour after sunset. The same procedure will be followed at dawn.

Began provisioning ship, receiving stores and provisions from lighter alongside.

U.S.S. PLYMOUTH VICTORY alongside to deliver ammunition. This ship received 600 rounds, 5"/38 Cal., Mk. 32 Projectiles; 500 rounds 5"/38 Cal. Flashless powder; and 3200 rounds 40MM HEIT.

31 OCTOBER 1944

Anchored as before. Continued receiving stores from LCTs and lighters. Set Condition II Able in the Gunnery Department from an hour before dawn to an hour after dawn. At 0800 This ship assumed Radar Guard. Conducted flight operations for anti-submarine patrol duty. Continued with routine training and recreation schedule for crew and with routine upkeep and repair work necessary before getting underway.

SUBMITTED

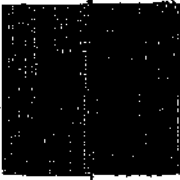
F.S. Savidge, Jr.
F.S. SAVIDGE, JR.,
Commander, U.S. Navy,
Navigator.

APPROVED:

W.W. Warlick
W.W. WARLICK,
Captain, U.S. Navy,
Commanding.

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DTI, IAC, HOD, DSO, 2/2



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Date: 12/19/96

U.S.S. MASSACHUSETTS

SECRET

WAR DIARY

1 NOVEMBER 1944

Anchored in Berth #7, Urushi Anchorage, Ulithi Atoll, Caroline Group. This ship is a unit of Task Group 38.3, which at present, is organized as follows:

TASK GROUP 38.3 (Rear Admiral SHERMAN, ComCardiv 1)

ESSRS (F)

LEXINGTON (FF)

LANGLEY

BATDIV 8

(Rear Admiral DAVIS)

MASSACHUSETTS (F)

WASHINGTON (FF)

ALABAMA

CRUDIV 13

(Rear Admiral DuBOSE)

SANTA FE (F)

MOBILE

(less BIRMINGHAM)

DESRON 55

(plus LEWIS HANCOCK, HICKOX, and MARSHALL)

Vice Admiral M.A. MITSCHER, ComTaskFor Thirty-Eight; Com-First CartaskForPac, present in LEXINGTON.

Vice Admiral W.A. LEE, ComTaskFor Thirty-Four; ComBatPac, present in WASHINGTON.

U.S.S. CHELSEA is alongside transferring provisions to this ship. On orders of Administrative SOPA; Comseron 10 in U.S.S. PRAIRIE, set Condition of Readiness III in Gunnery Department from one hour before sunrise to one hour after sunrise. Conducted flight operations for Anti-Submarine Patrol. Continued receiving stores and provisions.

Task Group 38.3 received orders from ComThird Fleet to sortie at 1600 and proceed to Manus Island for availability but at 1400 orders from ComBatPac directed BatDiv 8 (MASSACHUSETTS (F) and ALABAMA) to remain in Ulithi, the MASSACHUSETTS to report to ComTask Group 38.1 for temporary duty. At 2310, however, a message from ComTask Force Thirty-Eight directed this ship, the ALABAMA and the TICONDEROGA to prepare to sortie as soon as possible. ComTask Group 38.3 is to have four destroyers off entrance as escorts. Preparations were made to get underway following detail orders from ComBatDiv 8, senior officer of designated units.

100504

2 NOVEMBER 1944

1 35

0800 Position

100-09.1' N

1380-40.0' E

1200 Position

100-20.2' N

1370-50.1' E

2000 Position

100-25.3' N

1350-46.0' E

FILMED

Recorded

SECRETWAR DIARY

Anchored as before, making preparations to get underway. At 0218 underway in company with U.S.S. ALABAMA and TICONDEROGA. Passed entrance buoys at 0316. DesDiv 110 screening just outside entrance. Upon direction of O.T.C., Rear Admiral DAVIS, ComBatDiv 8 in U.S.S. MASSACHUSETTS, cruising disposition 5 Roger was formed; fleet axis 270°(T), speed 18 knots. Maneuvered as required by flight operations of carrier during the day, conforming generally to base course 270°(T). Speed increased to 20 knots.

At 2205 surface contact bearing 279°(T), 53,000 yards reported. Thought to be Task Group 38.3. At 2350 all ships in the formation were directed to join Task Group 38.3. Proceeded to take station in disposition 5R.

3 NOVEMBER 1944

0800 Position

11°-44.2' N
134°-03.7' E

1200 Position

12°-26.7' N
133°-27.5' E

2000 Position

13°-09.9' N
131°-53.9' E

Steaming in company with Task Group 38.3 enroute to rendezvous with units of Task Group 30.8 for fueling. 0500 Joined tanker group at 11°-43'N, 134°-23'E. Fueling course, 293°(T), fleet axis 113°(T), speed 12 knots. Zig-zagged independently on station before and after fueling. 0611 Alongside U.S.S. NANTAKELA, began receiving fuel. Operation completed at 0715. At 0911 changed fleet course to 000°(T); increased speed to 21 knots. Formed cruising disposition 5 Roger. Maneuvered as necessary to conform to carrier flight operations. Conformed generally to course 300°(T).

During the morning joined Task Groups 38.1 and 38.2. Formed fleet disposition 5 X-ray after completion of fueling. A course which will take the Task Groups to water east of Northern Luzon is being followed.

At 2325 U.S.S. RENO reported she had been torpedoed or had hit a floating mine. She subsequently reported loss of steering control, the flooding of one engine room and that she had a ten degree list to starboard, but indicated that the situation was under control. Upon order of ComTask Force 38, ComTask Group 38.3 designated destroyers to escort the damaged ship to Ulithi.

4 NOVEMBER 1944

0800 Position

15°-32.0' N
130°-24.4' E

1200 Position

16°-08.4' N
129°-39.9' E

2000 Position

15°-57.0' N
126°-44.6' E

Enroute to position to launch air strikes against Japanese airfields and facilities in Northern Luzon. The U.S.S. RENO and her escorts dropped out of the formation shortly after midnight, and the stations of remaining ships were readjusted. This ship's new station is 4138.

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Authority NND-928133
DATE 12/1/94

SECRETWAR DIARY

During the day carriers launched routine search patrols, combat air patrols and anti-submarine patrols. All units were maneuvered to conform to these flight operations. At 0913 U.S.S. CALLAGHAN alongside to deliver Official Mail.

At 0943, pursuant to radioed instructions of ComThird Fleet, this ship and the U.S.S. ALABAMA, escorted by the U.S.S. PRESTON and CASSIN YOUNG left Task Group 38.3 and proceeded to join Task Group 38.1. ComBatDiv 8 is in tactical command of BatDiv 8 and escorts during the maneuver. At the same time, the U.S.S. SOUTH DAKOTA and escorts left Task Group 38.1 and joined Task Group 38.3.

Task Group 38.1 is now organized as follows:

Task Force 38 (Vice Admiral J.S. McCAIN, ComFirstCarTaskForPac)

Task Group 38.1

WASP (FF)
HORNET (F)
COWPENS
MONTEREY

BatDiv 8 (Rear Admiral DAVIS)
MASSACHUSETTS (F)
ALABAMA

CruDiv 4
LOUISVILLE (F)
PORTLAND
BOSTON

DesRon 61 and 46

ComTask Force 38 present in WASP.

ComTask Group 38.1, Rear Admiral MONTGOMERY, present in HORNET.

Exercised at General Quarters for drill during morning. 1147 U.S.S. CHARRETTE alongside to deliver mail.

Began approach to strike position; on course 265°(T), speed 22 knots.

5 NOVEMBER 1944

0800 Position

15°-56.1' N
123°-10.1' E

1200 Position

15°-52.4' N
123°-37.9' E

2000 Position

16°-12.3' N
124°-23.9' E

Steaming to strike position at 15°-30'N, 123°-15'E. At 0430 the U.S.S. BOYD reported a surface contact at 6,000 yards, and three minutes later opened fire on what was possibly a surfaced enemy submarine. The target submerged shortly after the BOYD opened fire. The BOYD dropped depth charges in the area before resuming station. Results of the attack are unknown. At 0540 land was detected by radar bearing 305°(T), distance 95 miles.

All hands stood to Air Attack Stations at 0545 for dawn alert. At dawn our carriers began launching fighter sweeps, which were followed shortly by air strikes. The greater proportion of the Island of Luzon is under Air Attack by planes of Task Force 38.

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Authority NND-988133
By JIA
Date 12/1/96

SECRETWAR DIARY

The sectors assigned to Task Group 38.1 include Northern Luzon, and specifically, the Clark field, and Laog-Apparri Areas. As no enemy air opposition was evident in the vicinity of the Task Force, secured from dawn alert on time at 0645.

Maneuvered to conform to carrier flight operations throughout the morning. In the early afternoon several unidentified aircraft were reported, and at 1324 all hands stood to Air Attack Stations. Units of Task Group 38.2 were observed firing at enemy aircraft. This task group formed cruising disposition 5 Victor. At 1405 the U.S.S. LEXINGTON reported to the Commander of Task Group 38.3 that an enemy "suicide" dive bomber had crashed into her signal bridge, doing some damage and causing a number of casualties. The ship was able to maintain her position in the formation. At 1436 secured from Air Attack.

At 1820 stood to Air Attack for dusk stand-to, secured at 2040.

ComThird Fleet reported by dispatch that enemy submarines were in the area. At 2325 this ship picked up several enemy radio transmissions believed to be submarines in the near vicinity by means of Radio Direction Finder.

The force retired a short distance to the east during the night but steamed on course to bring it to strike position at dawn.

Condition One Easy (Air Attack Stations) was set shortly before midnight.

6 NOVEMBER 1944

0800 Position

150-55.9' N
1230-47.3' E

1200 Position

160-12.8' N
1240-25.6' E

2000 Position

160-46.9' N
1250-50.9' E

Continuing air strikes on the Island of Luzon. A few unidentified planes were picked up by radar prior to dawn, but none closed to less than 50 miles. At dawn the carriers launched planes for a second day of strikes against targets in the Clark Field and Laog-Apparri Areas. As no air opposition developed in the vicinity of the Task Force, secured from air attack at 0658. At 0814, however, enemy planes were reported near the formation and all hands stood to Air Attack Stations. No enemy planes attacked Task Group 38.1, but Task Group 38.3 reported a few enemy planes had attacked units of that group unsuccessfully. Secured from Air Attack at 0947.

Throughout the day the Task Group maneuvered to conform to carrier flight operations, but the base course remained northeasterly. In the late afternoon, following the return of the last strike, retirement toward a fueling area at 140-35'N, 1290-10'E was begun.

Pursuant to orders of ComThird Fleet the U.S.S. WASP and escorts left the formation to proceed to Guam. Rear Admiral Sherman, Com-Task Group 38.3; ComCarDiv 1 assumed tactical command of Task Force 38.

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Authority: NND-928133
Date: 12/14/2004

SECRETWAR DIARY

7 NOVEMBER 1944

0800 Position15°-04.9' N
128°-29.5' E1200 Position14°-43.7' N
129°-10.9' E2000 Position15°-11.3' N
130°-19.2' E

Steaming to fueling rendezvous with units of Task Group 30.8 at 14°-35'N, 129°-10'E. Task Group 38.1 is in cruising disposition 5 Victor, base course 100°(T), formation axis 070°(T). At 0526 stood to General Quarters Stations for dawn alert; secured at 0627. Maneuvered during the early morning as necessary to rendezvous with fueling group. At 1100 received the U.S.S. BRUSH alongside to starboard and at 1114 received U.S.S. CHARRETTE alongside to port for fueling; operation completed at 1234. Just as the two destroyers were clearing the side a man fell overboard on the port quarter. The BRUSH and CHARRETTE were notified immediately by voice radio and the BRUSH succeeded in recovering the man, who was unharmed. At 1325 went along port side of U.S.S. LACKAWANNA for fueling. Heavy seas caused several interruptions, but the operation was completed at 1705.

During the afternoon changes were made in the composition of Task Group 38.1 and 38.4, the U.S.S. OAKLAND and MONTEREY leaving Task Group 38.1 and reporting to Task Group 38.4 for duty. Rear Admiral OLDENDORF, ComCruDiv 4 (ComTask Unit 38.1.2 in LOUISVILLE) also left the formation and proceeded as ordered by ComTask Force 38. At present U.S.S. HORNET, YORKTOWN and COWPENS constitute the carriers operating with Task Group 38.1, and the only cruisers present are: U.S.S. BOSTON and PORTLAND. Rear Admiral DAVIS (ComBatDiv 8 in MASSACHUSETTS became C.T.U. 38.1.2.

Reports received concerning a typhoon, the center of which is believed to be approximately 300 miles to the south, are borne out by increasingly heavy seas. Consequently ComThird Fleet directed that the task groups proceed to a point at approximately 18°-00'N, 140°-00'E in order to avoid the rough weather.

8 NOVEMBER 1944

0800 Position15°-10.2' N
132°-12.5' E1200 Position15°-47.9' N
132°-24.9' E2000 Position16°-48.6' N
133°-33.9' E

Steaming on northerly and easterly courses to avoid the typhoon to the south. Seas remain heavy and the barometer continues to fall slowly. The wind is from 110°(T) at 30 knots.

The U.S.S. CONNOR reported sighting a mine about 500 yards off her port bow at 1252, but after firing a few rounds in an attempt to sink the mine, she decided it was a buoy and left it undestroyed.

Carriers conducted routine patrol operations during the day.

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Authority: NND-928133
Date: 1976

SECRETWAR DIARY

9 NOVEMBER 1944

0800 Position17°-20.5' N
136°-38.8' E1200 Position17°-35.1' N
137°-43.5' E2000 Position17°-20.7' N
139°-43.9' E

Steaming in company with Task Groups 38.3 and 38.4 enroute to area west and south of 18°-00'N; 140°-00'E.

During the morning, Rear Admiral MONTGOMERY, ComTask Group 38.1 left the U.S.S. HORNET with his staff and hoisted his flag in the U.S.S. YORKTOWN. At 1120 U.S.S. MOORE reported sighting an object, possibly a mine, about 7,000 yards from the formation center, and sank the object by gunfire.

Conformed to movements of carriers during routine flight operations, and in general, operated in area referred to above pending break in weather and further orders from ComThird Fleet.

10 NOVEMBER 1944

0800 Position15°-52.9' N
136°-36.6' E1200 Position15°-02.7' N
135°-03.2' E2000 Position13°-49.9' N
132°-01.8' E

Operating in area south and west of 18°-00' N; 140°-00' E. At 0048 pursuant to radio orders of ComTask Force 38, all task groups changed course to 220°(T) and at 0120 increased speed to 26 knots. Began steaming toward strike position off Central Philippines. The typhoon has passed to the south and west of us, and the barometer is rising, although the sea remains heavy.

At 0802 U.S.S. TAUSIG began firing at an object that was thought to be a mine but was later identified as a red buoy. The U.S.S. BURNS sank the buoy with gunfire.

Carriers conducted routine flight operations.

11 NOVEMBER 1944

0800 Position13°-31.4' N
127°-01.5' E1200 Position13°-23.3' N
126°-05.1' E2000 Position12°-37.3' N
127°-17.2' E

Approaching strike position at approximately 13°-30'N; 125°-30' E. for air strikes against the Ormoc Bay and Visayan Sea Areas of the Philippine Islands. Primary targets are Japanese airfields and installations in these areas, with shipping targets being given secondary importance. It is the purpose of these strikes to cripple, temporarily at least, Japanese air power in the Central Philippines.

All hands stood to Air Attack Stations for dawn alert at 0527, securing at 0627 as no "bogies" were reported. At dawn the carriers