

U.S.S. THE SULLIVANS (DD537)

"FLINTLOCK"

January 16, 1944

Pulled out of Pearl Harbor, T.H. on my first actual combat operation against the Japanese. Our immediate task force was comprised of 3 carriers, 3 oilers, 1 A.A. cruiser, 7 destroyers, and 2 destroyer escorts. Destination undisclosed.

January 17, 1944

Proceeding southward toward the Marshall and Gilbert Islands. At 1700, "chicken in the water"; we picked up 2 survivors, both uninjured. One was Lt. Sullivan-----What ! ! Another one? Everything quiet.

January 18, 1944

Proceeding south by west--Transferred 2 survivors of ill fated "chicken" via lifeline to their ship, USS ESSEX. Second task force with "Sara" is accompanying us 15 miles on our starboard quarter.

January 19, 1944

Charts were posted today showing our course and ultimate destination. Captain addressed the crew and gave us all the information concerning our next two weeks operations. This operation to be known as "Flintlock" and the object thereof to make air strikes against the Marshall Islands to be followed by invadeing forces. Dog day being 29 January to be carried on until 31 January, the day of the invasion. Our total strikeing force composed of 15 battleships, 13 heavy cruisers, 6 A.A. cruisers, 20 aircraft carriers (6 converted), 93 destroyers, and 13 destroyer escorts. A total of 160 warships and a grand total of 336 vessels when the oilers, LST's, etc. are added. Our invadeing force--50,000 troops against 22,000 Japanese. This is to be the largest task force in Naval History. I believe it.

January 20, 1944

Steady on course due south. No sound contacts but we're prepared for anything. Have begun sleeping topside by the torpedo mounts where it's cooler. It's too damn hot below decks. Depth charges---everything all set to go.

January 21, 1944

Nearing the equator---Action is expected any hour. We are ahead of schedule. Changing course to true north.

January 22, 1944

Had a submarine contact this morning in addition to 2 "bogies". My hair is gone, my body stiff and sore, cuts on both knees from crawling and skidding around on the greasy deck, but I'm happy for in my hand I hold my "Shellback Card".

January 23, 1944

Plenty sore today from yesterdays initiation. Had 2 submarine contacts but neither developed. We are 40 miles from the Gilbert Islands. Slept outside tonight as usual and really got soaked from one of the numerous rain squalls that we've been experiencing. Left the States one month ago today.

January 24, 1944

Cleaned the depth charges this morning when I got off watch, they should work perfect now. Ahemmmmm !! Had a submarine contact at 1900 but lost it. USS STEPHEN POTTER picked up submarine and dropped "full pattern"---nothing developed.

January 25, 1944

Refueled this morning from the tankers. Weather is warm (warm hell, hot) with occasional showers. More power arrived today in the forms of battleships, USS SOUTH DAKOTA, ALABAMA, and NORTH CAROLINA. Last "Can" in the screen had a submarine contact about 1920 and dropped "full pattern and a half" but lost contact. Plane crashed tonight; pilot not recovered.

January 26, 1944

Had 5 submarine contacts this morning on the mid-watch. One surfaced in the middle of the screen and could be seen by the gun crew of one of the oilers as it passed down their starboard side. The requested permission to open fire which was denied for fear of hitting our own ships about them. Transferred man critically ill to USS SOUTH DAKOTA. Starting General Quarters tomorrow morning which will be standard practice for the rest of the operation.

January 27, 1944

We were at G.Q. this morning for 44 minutes. We were joined by the heavy cruiser INDIANAPOLIS at 0930 this morning. The admiral is on her and in charge of the entire task force. At 1915, picked up 2 "bogies" who closed to a range of eight miles and then turned left. Believed to be Japanese "snoopers".

January 28, 1944

Went to G.Q. at 0058. While at G.Q., watched carriers launch ASP (Anti-Submarine Patrols). Their red and green fighting lights and flares of flame from their exhausts gives one a "comfortable feeling of security". All ships refueled from battleships. We took on supplies from USS SOUTH DAKOTA. We are commencing run on the Marshalls at 1800.

January 29, 1944

Went to G.Q. at 0545 and watched the first strike of planes take off at 0600. The second wave left at 0730; followed by the third wave at 1200. One SPD did not quite make it on the return of the first wave and crashed in the water between our ship and the OWENS. The pilot was recovered as his plane sank. His plane had 22 machine gun holes in it. He reported little fighter opposition over the target. Sounds good.

January 30, 1944

Went to G.Q. at 0145. Was surprised to see large fires on the horizon off to starboard when I got topside, which only hastened me on the way to my G.Q. station that much faster. One of our destroyers, USS BURNS, went to investigate a surface contact and suddenly found found himself in the middle of a Japanese convoy of 4 ships. She opened fire on them and sank them all without damage to herself. Lucky Devil !! Went to G.Q. again at 0345 when 8 Japanese planes passed over our task force but missed us. After dawn G.Q. our planes took off for Roi and really blasted them and will continue to all day.

January 31, 1944

Had regular G.Q. this morning. Planes took off at 0530 to continue their bombing of the Japanese held islands, for the third consecutive day. Today is Dog day, day of the invasion. On the southern part of the island the invading force had little opposition but received fairly stiff opposition on the northern tip of the island. We can hear the men in the tanks and on the beach fighting and talking back and forth to each other over the short wave. Surely was interesting. We have not been discovered as of yet and are laying 80 miles off the island within a 5 mile radius.

February 1, 1944

Still having opposition in the northern sector but everything is fast being put under our control. While on watch this morning, saw one of the planes that was taking off burst into flames and fall into the sea. We were detailed to investigate. We circled over the area for an hour and all that we found was his life jacket "smear". Strong odor of high test gasoline in the air. USS ANDERSON, a "can" in the northern task group was torpedoed. No details.

February 2, 1944

Learned details on USS ANDERSON today. Had a torpedo hit in CIC which killed both the Captain and the Executive officer and some enlisted personnel. Enemy submarine reported by planes in the area off Roi Island. We were detailed by our group to go hunt for it. Circled Roi Island all night searching for the sub. Could see the fuel and oil dumps on the island still burning as they lit the sky for miles around.

February 4, 1944

Still hunting for submarine. Hell of a big explosion on the island at 0330. Details of Roi Island invasion as of 1800 yesterday were: Japs killed---1286 (a rough estimate, probably more than that), our losses--140 killed, 200 wounded, 50 missing. Ratio is 46 to 1 in our favor. Learned that we are going to fuel inside the islands. Entered the lagoon of Majuro Atoll (Sundance Atoll) at 1900---beautiful place, all picturesque blues and greens blending into each other, water clear as a crystal surrounded by sandy beaches and coral reefs.

February 5, 1944

Had Captain's inspection this morning. Hundreds of warships in the lagoon this morning. Looks like the whole damn fleet to me. 2000 miles to Tokyo---5000 to San Francisco. Happy Birthday ole handsome one. Did I hear a Bronx cheer?

February 6, 1944

"Condition Red" in the lagoon today. Enemy planes were reported to us; at 1245 were a range of 100 miles. Turned out to be "friendlies". Got mail for the first time since we left Pearl Harbor. I got 13 letters.

February 7, 1944

Am reading my mail all over again. We may shove off for Truk tonight. God, what a fight that will be.

February 8, 1944

Shoved off at 1800 for the entrance of the lagoon. We have harbor patrol all night. Wonder whose little black book our name is in.

February 9, 1944

Returned to berth at 1000. Tonight we again have the harbor patrol all night. Now I know we are down in someone's little black book.

February 10, 1944

Stayed in berth all day. Had mail call tonight. I got 13 letters again. Eleven from J-----.

February 11, 1944

Went ashore with a beach party (not the kind you think). Saw a few Jap huts, some little tubs with Jap caricatures on them, etc. Brought one of the Jap tubs back to the ship. Also, brought some coral and lots of cocoanuts. We could not get all the way to the beach with the whale boat so had to swim about 50 yards. A man by the name of Johnson was left anchored with boat. The boat got adrift and when we recovered it, Johnson was nowhere to be found. Made a search for him but had no luck. Possibly sharks got him, possibly he drowned. That's something we'll never know. I found a basket woven out of palm leaves apparently left there by the former inhabitants of the huts.

February 12, 1944

Left the Marshalls at 1230 for Truk. Really ought to see the fireworks this time. Received the word at 0715 that Roi Island was attacked by 12 Jap planes. That was plenty close to where we had been anchored.

February 13, 1944

Captain gave a talk about our operation against Truk. Dog day is the 17th. We are to make our first strike on the 15th. 58.3 has all the wagons for any possible action. 58.2 and 58.1 (we're 58.2) are to supply all necessary air support.

February 14, 1944

Four Jap ships are reported to be near us. They missed us. We are proceeding on schedule. We are refueling today and are in our attack formation headed for Truk.

February 15, 1944

Effect of Jap bombing of Roi announced to us. Very successful for the Japs. Tomorrow is D-1 day. Should see something.

February 16, 1944

At 0630 the first wave of our planes headed for Truk. They were over target at 0800 and said 5 Jap cruisers were headed out to sea but said they wouldn't give us any battle for they were scrambling pronto. I don't blame them a bit. Our fighter patrol caught a Jap "Kate" and he jettisoned his fish and fled into a rain squall and they lost him. Have seen 4 of our own planes crash. No details on how we are doing in the raids. Went to G.Q. at 2145 to 0215. Had a lot of bogies come in but our gun fire scared hell out of them. Although one Jap plane managed to get in and put a fish in the INTREPID. We are about 2000 yards from her and she immediately lost steerage, swinging in a large circle to the left. We were assigned to be her screen with two other cans and stay with her until told where to go.

February 17, 1944

Are proceeding at 25 knots to meet another task unit. There are 4 cans, 2 cruisers, a converted carrier, and the INTREPID. She was

listing a little to starboard and is steering with her engines. We were told to change course and proceed to Majuro in the Marshalls. Maybe we will get a little rest. Today is D day. Wonder what has happened to the other task group. Received a report of D-1 day (16th). At least 13 ships found anchored at Truk---2 cruisers and 1 can were seen to get underway and get outside the lagoon but were stopped dead in the water by torpedoes and bombs. Sunk later by our BB. One ammunition ship bombed by Lt. Bridges of the INTREPID, blew up with such an explosion that both he and the plane were destroyed. One AK sunk by bombs. 14 large vessels in the lagoon were set on fire. INTREPID pilots shot down 17 planes and destroyed 40 on the ground. Many large fires were started on Dublin, Eton, and Moen. Six INTREPID planes failed to return. Sea is rough as hell tonight and very hard to write. Word came from the big boss that the INTREPID was hit by an Acoustic fish.

February 18, 1944

Still no report on the action at Truk on Dog day. Still headed for Majuro. STEPHEN POTTER and STEMBLE left us to refuel; to join us later and take the INTREPID off our hands and proceed with her to Pearl Harbor. ,?%#&---for we are only going to go to Majuro. Tonight on our watch we spotted a small life boat in the water about 7 miles to our starboard on the horizon. We were the farthest of any of the other ships from it but the first to see it and report it. We reported our findings to the SAN FRANCISCO and she proceeded to investigate which means that she will take all the glory if anything should materialize. The boat appeared to have two men in it as far as we could tell. There has been a good bit of driftwood, boxes, life rafts, etc. in the water most of the day. Sea is very rough, the wind is very strong. Reminds me of North Atlantic duty, for I had salt an inch thick on my face when I came off watch.

February 19, 1944

STEPHEN POTTER and STEMBLE rejoined us about 40 miles from Majuro and proceeded to escort the INTREPID to Pearl. We consumed our last amount of fuel oil and had to come in the rest of the way on diesel oil. Thought for a minute I would have to open the ship's store and dig out all the cigarette lighter fluid I had cached away for a rainy day. The object we had reported to the SAN FRANCISCO yesterday turned out to be an abandoned Higgins boat.

February 20, 1944

Entered Majuro about 0800 and found few warships present. Mostly oilers and tankers. About the only destroyer tender present was the damned "PRAIRIE". The CB's are really doing a marvilous job here on the atoll. Have built an airstrip big enough to accommodate heavy bombers already. I went over to the PRAIRIE to draw tools and other gear we needed and while there was fortunate to see 5 Jap prisoners in the brig. Three soldiers, a major and his wife, who was pregnant. I see the major also appreciates the finer things in life. Returned to ship in the afternoon just in time for payday, our first since leaving Pearl. Wish there was some way to send it home.

February 21, 1944

Task force 52.3 from Truk is heading in. We sure had a successful mission.

February 22, 1944

Heard today that the 3rd task force hit bases 1000 miles from Tokyo. Two enemy cans were reported 50 miles from us tonight, they stopped all the movies and made preparations to get underway.

February 23, 1944

Received word today that TBF Avengers sank two enemy cans that were reported yesterday to be about 50 to 100 miles away from us. I sent home \$50.00 by registered letter. Pete also told me that I was getting 2nd class the first of the month.

February 24, 1944

Rumored around that we may be returning back to Pearl Harbor in a couple of days. Maybe they will transfer a couple of men now.

February 25, 1944

Commander of the squadron inspected our ship this morning and we had a 4.0 inspection. They are flying colors at half mast for a fellow that died on the PRAIRIE.

February 26, 1944

Still lying around here in Majuro. The fleet is practically all here now. Carriers are laying way out with the wagons between us and them and we are in close.

February 27, 1944

Left Majuro with 58.2 for Pearl Harbor. Got underway at 0530. Sea is rough and the weather decks are covered with salt.

February 28, 1944

Proceeding on steady course, sea is still rough, speed about 20 knots.

February 29, 1944

On zig-zag course, speed 20, sea is much smoother, practically calm in fact, and the weather has cooled off considerably. Since we left Majuro we have changed time in amounts of about 1/2 hour each night.

March 1, 1944

Are out of danger zones and are proceeding on a steady course. Had gunnery practice and shot down sleeve on the first salvo. Have been having torpedo runs every morning on my watch. I made 2nd class today.

March 2, 1944

Steaming as before. Sighted object in water which turned out to be one of our own bouys.

March 3, 1944

At 1000 our ship gave a hard right rudder while maneuvering and the rough sea engulfed the fantail. Knocked Draper, the man standing depth charge watch down on the deck. Broke his arm and pelvis and cut a nasty gash on his head and also has a tentative broken leg. While endeavoring to rescue Draper, Fields and Kirkpatrick were washed overboard and several others injured by the extream force of the water. Virtually pounded things to pieces. Four of us were instrumental in the men's rescue, Boyn, Pirmmer, Galbreth, and Clifton were sighted for their brave and courageous acts at a special Captain's Mast.

March 4, 1944

Pulled into Pearl Harbor this morning, we are one of the first ones back. Rainy weather.

March 5, 1944

Left for Camp Andrews for a little rest period and had a swell time. Stayed in the same cabin with Strunk, Peterson, Forrester, Galbreth, and Dicus. Had a lot of ice cream and beer, (especially Forrester), then spent the night being attacked by formation after formation of mosquitoes.

March 6, 1944

Returned aboard the ship from Camp Andrews about 1100. Loaded ammunition and stores the rest of the day. I got a lot of mail, Lorene is married.

March 7, 1944

Rated liberty today. Pete, Dicus, Big Sully, and I went over on the beach together. Walked about, ate a lot of ice cream, had a steak dinner; that's all there was to do. Had mail call again last night.

March 8, 1944

Stayed aboard and loaded ammunition and worked all day. Saw a movie on the fantail tonight.

March 9, 1944

Went on the beach with Pete and Ed; got drunk and can still feel it. I also met B. Carlson on liberty.

March 10, 1944

Ship went into drydock at 1400. All hands over-the-side to scrape paint.

March 11, 1944

Went over to the sub base and saw B.O. Carlson, Bernheisel, and Gloss on the BURK NELL. In the afternoon went over to the sub base and consumed a reasonable quota of beer with Bernheisel. Returned to ship just as she was leaving dry dock. We went to anchorage alongside a "Limey" minelayer. Brown was aboard her waiting for me; he came aboard and stayed for chow and the movie. Went with him to his sub and saw Bennett, he just made second class also. Got back aboard the ship at 2400. I'm not telling you what I did all day because I can't remember.

March 12, 1944

Still in Pearl Navy Yard alongside the British minelaying cruiser. Nothing much to do except go to the movies.

March 13, 1944

We got underway at 0700, Comdes runs. We were at G.Q. all day. Shot down 3 sleeves and 1 radio controlled plane. Returned to port at 1900 and had mail call.

March 14, 1944

Had a beach party with beer, barbecued steaks, and all the trimmings. Was in the sun most of the day. Returned to ship with a sunburn, tired but happy as hell.

March 15, 1944

Got underway with task force 58.2 for Majuro. The BUNKER HILL is the only large carrier, the converted CABOT is the other.

March 16, 1944

Had our tetnas shots this morning. Also had a \$15.00 pay day. Speed 20.

March 17, 1944

Expect to reach Majuro on the 20th. Are in the northeast trade winds now. Sea is rough with fairly strong winds. Still holding 20 knots.

March 18, 1944

Sea is very calm. No more trade winds. Nothing to report except that it is very hot.

March 19, 1944

What a day--nice and hot--too hot. 480 miles from Majuro at 0600. Encountered our own patrol boats at 2200.

"FOREAGOR"

May 20, 1944

Second wave hit Marcus Island for the second straight day. Several strikes were made on the target but nothing was discovered there outside of light AA fire. Everything that was there was concealed underground. Saw a big whale this morning wallowing in the trough of waves and spouting every few minutes. One plane crashed and the COWELL recovered the pilot.

May 21, 1944

Sunday, very hot today. Proceeding toward Wake Island.

May 22, 1944

Refueled from AO-22. COWELL was refueling on the starboard side at the same time so I signaled over and asked about Dick Troy. He was on board but was on watch at the time. Still very hot.

May 23, 1944

Today we made air strikes on Wake Island. No enemy air opposition encountered. Several large fires started at the target. Everything underground like it was at Marcus.

May 24, 1944

Proceeding at 18-20 knots for Majuro. Expect to arrive there tomorrow morning. When I went on watch at 2000, the HANCOCK had lost steering and dropped out of the formation, so we were detailed to stay and screen for her. Damage was repaired and we rejoined shortly afterward.

May 25, 1944

At 2400, the 24th, we changed time to plus 11 zone time causing us to skip a day. In other words, to simplify matters, it was the 26th at 2400 the night of the 24th.

May 26, 1944

We were 80 miles from Majuro at 0930. While holding AA practice the pilot of one of the tow planes reported sighting a sub at periscope depth. He dropped a smoke bomb on the spot and the COWELL proceeded to investigate. Later, the plane reported a torpedo wake headed toward the formation. The RENO made a similar report a few minutes later. After executing an emergency turn we were designated to assist the COWELL in the search. It is now 1500 and we are still looking.

June 6, 1944

Have skipped a few days but nothing has happened in those days that will go down in history.

Cleaned the torpedo battery for sea. Also bought a 4th of July war bond today. Got underway for the operation of Saipan, Tinian, and Guam in the Marianas chain. We are only about 1000 miles from Tojo's own little house with the moon in the door. This is our last time at Majuro for we'll be anchoring at Eniwetok from now on. Received the damn good news that the allies had invaded France.

June 7, 1944

Proceeding with our own squadron of cans and the four carriers, WASP, BUNKER HILL, MONTEREY, and CABOT. 58.1, 58.3, and 58.4, consisting of similar groups, even bigger in fact, are also with us.

June 8, 1944

Proceeding as before to carry out our new conquest of Japan's inner defenses. Had battle practice today with the planes in the air simulating strafing, divebombing, and torpedo attacks on us. Lost two planes operationally, one a TBF, was just taking off the carrier and a gust of wind caught it from the side and flipped it over on its back and it fell into the water in front of the carrier. The plane sunk almost immediately and when we arrived to the spot where it had entered the water, nothing remained except the clinging odor of high test gasoline. A few minutes later its depth charges went off and really shook THE SULLIVANS up a bit. More power was thrown into the balance today when the IOWA and NEW JERSEY joined us.

June 9, 1944

HICKOX held burial services This morning.

June 10, 1944

Today we learned that THE SULLIVANS and the SELFRIDGE would have the Fighter Director for tomorrow's raid at 1400. Maybe there will be things in the air, on the water, or under the water that shouldn't be there. Maybe we'll have to get rid of them. Maybe.

June 11, 1944

Refueled at 0530 from the NEW JERSEY. At 1030 we left the formation and proceeded ahead of 58.3, who was about 10 miles ahead of our formation, putting us about 30 miles closer to the islands than any of the other ships. At 1400, about 60 Hellcats passed overhead toward the target to knock out anything that might be in the air or on the ground.

June 12, 1944

Launched fighter strikes and bomber strikes periodically throughout the day, hitting Guam, Saipan, Tinian, and Rhoda simultaneously. Went to G.Q. twice during the night but nothing developed.

June 13, 1944

Day began as usual with the same routine, but the drabness characteristic of other mornings soon wore off as the day progressed. First, we rescued a pilot off the WASP by the name of Malarsky who made, or rather attempted a water landing with his landing gear down. When he hit the water, the plane went end-over-end, sinking in a matter of a few minutes. He escaped uninjured. I considered him as damn lucky to get out alive and I guess he did too. We had just settled down from this bit of excitement when we spotted more wreckage consisting of oil drums, driftwood, etc. passing by on either side of us. Not long after, the lookouts discovered several figures on the larger bits of wood and we proceeded to investigate. I managed to get hold of a long glass that wasn't in use and put it on them. As we drew nearer to them I began to make them out. THEY WERE JAPS!!! I can never express my feelings of mixed elation, hatred, and surprise that I experienced at that moment. Here floating harmlessly about at the mercy of the sea, the elements, and us, the enemy. Should we pick them up? We were given the green light, so we broke out all of the sub-machine guns, 45's, and 30-30's. We prepared to get some prisoners of war. As you can see, we were taking no chances with them. Orders were to kill them all if they made one false move. We recovered 32 of the little sons-of-heaven and the MILLER made a similar haul of 36. They were all that remained of a large ship convoy that had made the error of running into part of task force 58 the night before. Their ship was SHOPAN MARU, a cargo vessel. Hardly any of them had any clothes on except loin cloths. Five of them were soldiers as was easily distinguished by their uniform of cheap woven cotton. Three or four could talk perfect English but were reluctant to do so as long as one of the older men were around, who claimed to be the captain of the ill fated ship. Three of them were wounded; we gave them immediate medical attention and then fed them. They acted like they were starved. Most of them were very short and skinny. We transferred 5 of them to the LEXINGTON and took the rest to the flagship, INDIANAPOLIS. While we were there with the flagship we had the best ringside seat that anyone could ask for of one of the heaviest bombardments we have seen yet. The islands were under a heavy curtain of oil smoke and dust from large fires bearing evidence of the Navy gunners powers with their guns. Today was my birthday. I will never forget this birthday.

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June 15, 1944

The following report of the results of our task forces first two days of the operation has been received.

1. The initial fighter sweep on the afternoon of D-4 destroyed 124 planes, 75% of them were airborne. We lost 11 planes and 8 pilots.
2. Task group 58.4 sunk 10 and badly damaged 10 ships in a convoy trying to escape Saipan. (The source, our prisoners yesterday).
3. Two tankers and 1 AK sunk by our planes.
4. 16 planes shot down over Saipan on D-3, 7 others shot down by CAP's over task groups.
5. TG 58.1 attacked Jap convoy proceeding southeast of Guam leaving one 5000 AK and 2 DD's trailing oil and burning. Strafing other ships in the convoy.
6. TG 58.4 got into another small convoy on D-3, sinking 2 AK's and their escort. Also finished off three of the ships damaged in previously large convoy. No details yet on bombardment we witnessed yesterday. Finally, we have intercepted a report that a Jap force

composed of 4 battleships, 6 carriers, 8 cruisers, and supporting DD's left their base in the southern Philippines about noon yesterday and headed north at about 18 knots. It is about 60 hours steaming time from there to Guam, so we might have visitors about day after tomorrow.

June 16, 1944

Most of the day was spent with playing the part of a Paul Revere. We transferred pilots, men of replacement, from the COPAHEE. (I helped build the COPAHEE).

June 17, 1944

NEW ORLEANS, WICHITA, and the SAN FRANCISCO joined with Desron 1 and 106. Jap fleet is about 400 miles from us. Delivered pilots to BUNKER HILL. G.Q at 2100. Bogies turned into black cats.

June 18, 1944

Jap fleet near, They are refueling today. Hope we get them. Add to our forces 3 CV's, 2 BB's, and 18 DD's. Two of our tankers were sunk, landing craft and APA land planes were damaged.

June 19, 1944

Found Japs, --- Japs found us. Planes in task group shot down 82 enemy planes. Several near misses on BUNKER HILL and WASP. G.Q 1030 to 1610. We shot down 1 Tony. Total of 8 planes made it inside. Got all but 3 by ship's gunfire, and fighters got them. Estimated 300 Jap planes destroyed by all four task groups. Unable to launch our planes against Japs because of too great a range. They were using Yap as a jumping off place. Three AO's and 1 CVE hit while moving along Saipan, sustaining only superficial damage.

June 20, 1944

Really chasing Jap fleet. Getting very low on fuel, have to get some soon. Found Japs and launched first big wave at 1630. Recovered from 2130 to 0030. Subs radioed in that they sunk 1 Jap CV.

		SCOREBOARD	
Japs SUNK	WE lost	Jap	
probables			
2 CV's	49 piolets		2
CV's			
3 AO's	59 crewmen		2 AO's
1 DD	114 planes		1 CA
1 BB			
1 DD			

353 planes

June 21, 1944

Still on Japs tail. 0800 made recontact, planes are attacking. Recovered 3 men from the water, lost Jap force. No reports on damages yet. Fueling from WASHINGTON. DivDog 104 found 29 pilots and subs recovered 21.

June 22, 1944

We are retiring, heading for Eniwetok. Guess the Japs outsmarted us again. Still having trouble on Saipan.

June 23, 1944

Orders changed. Making raid on Pagan Island, i.e. just us and TG 58.1.

June 24, 1944

Raided Pagan Island. Heading for Eniwetok, due to arrive there June 28. MILLER almost got into trouble with Emily while out on a rescue mission.

June 25, 1944

Nice fair day.

June 26, 1944

Should arrive at Eniwetok tomorrow morning. Fuel tanks are cracking at the seams.

June 27, 1944

Arrived at Eniwetok 0700.

June 28, 1944

Lying around working on repairs.

June 29, 1944

Lots of mail on the beach but can't get it sorted---damn it!

June 30, 1944

Underway at 0700 to relieve TG 38.3 in covering Saipan operation. New Captain came aboard. Fired at sleeves on sortie and we got one. Going to hit Bonin Island in a couple of days. Only 600 miles from Jap mainland.

July 1, 1944

MARSHALL almost rammed us. PAYDAY!!

July 2, 1944

Proceeding toward Bonin Island.

July 3, 1944

Refueled from BOSTON. We are designated as part of the bombardment groups with C69, C70, D535, D547, and D546. Sent VF in for a sweep. They got 38 sure and 15 probable planes, destroying many on ground also.

July 4, 1944

Hitting the Bonins. Found 5 DD's and 1 CA. Planes are hitting them. Started bombardment at 1500 to 1645. Our ship got between 5 and 8 planes on the ground. Rejoined TG at 2030. We spotted a ship in anchorage getting a couple of hits on it but MILLER was sent in to finish it off. We really gave the Japs hell.

July 5, 1944

Score of previous days bombardment. Sunk 3 DD's, 1 AK, and 1 AR. Left another AK, and DD burning. 60 planes were destroyed by our aircraft. Our group of ships destroyed 70 planes. Detached at 1630 to proceed to Pagan Island to recover 2 pilots in a liferaft. Kingfisher got to the pilots first. We made a tour around the island and found

nothing. Secured from G.Q., then got hell scared out of us by our own task force that should have been over a 100 miles away.

July 6, 1944

Plane spotted sub and we were sent out to investigate. Results, negative.

July 7, 1944

Field day.

July 8, 1944

Six enemy planes spotted at 0600. All shot down by 0700 by CABOT CAP. Think we lost 1 plane, pilot OK.

July 9, 1944

Fueled from WASHINGTON. Rained most of the day.

July 10, 1944

Got picket duty today. Received word that Saipan is ours.

July 11, 1944

Other cans refueled.

July 12, 1944

CAP got a Sally. TBF crashed and LEWIS HANCOCK picked up survivors. McCALL recovered Radioman 1/c Tweed off Guam. He had been there since 1939.

July 13, 1944

Rained

July 14, 1944

Rained. Water hours started today.

July 15, 1944

Rained.

July 16, 1944

Tankers will join us tomorrow for refueling.

July 17, 1944

Refueled in the rain. Started first of plane raids over Guam.

July 18, 1944

Launching more strikes over Guam.

July 19, 1944

Rained.

July 20, 1944

Received word that Tojo had resigned. Can you blame him? Still hitting Guam.

July 21, 1944

First day of summer. "D" day on Guam, 0830. Going OK. We have been hitting them continuously for about 22 consecutive days.

July 22, 1944

Captain's inspection. He leaves the 24th. Captain Baum relieved him at 1630 today. Entered Saipan at 1940 to get bombs for CV's. Underway tomorrow morning at 0530. Hope we get some mail.

July 23, 1944

Underway at 0530 for Woeiau, Palau, and Yap. OWEN has Uncle Sugar mail for us.

July 24, 1944

Hit Woleiau today with 16 VF's. No reporst.

July 25, 1944

Showers with sun. Refueled from CANABERRA. Heard there are 90 planes on Palau. VF made sweep on Wolieau.

July 26, 1944

Launched strikes at 0630.

July 27, 1944

Still launching strikes against Palau. Results---1 AO sunk, 1 AK sunk, 1 barge sunk, 1 Lugger sunk, and installations destroyed. That ought to just about take care of Palau.

July 28, 1944

Refueled from FRANKLIN. At 1105, LEWIS HANCOCK got a sub contact, results negative. Captain's inspection.

July 29, 1944

Showers.

July 30, 1944

We rejoined TG 38.2 for good.

July 31, 1944

Hear there are 600 bags of mail on Saipan. There ought to be at least one little post card for me.

August 1, 1944

LEWIS HANCOCK, HUNT, and HICKOX are going to Pearl Harbor with the NEW JERSEY for Halsey.

August 2, 1944

NEW JERSEY, LEWIS HANCOCK, HUNT and HICKOX left for Pearl Harbor. Received mail frm TINGEY.

August 3, 1944

Nice quiet day.

August 4, 1944

Fueled from IOWA. Still running around in circles.

August 5, 1944

Captain's inspection. Other TG will be back tomorrow. Received a lot of transfers for schools. None for me.

August 6, 1944

Formed TG 38.7 with all the surface ships. Four days of exercises. Sully got in trouble over chronometers.

August 7, 1944

Sully's mast delayed until future date. CruDiv 13 and 14 joined with Desron 50.

August 8, 1944

BB fired off a set of practices. We just screened for them.

August 9, 1944

Split forces and made attacks on each other. Fired Mk 32 tests. DD's fired on us. (Practice).

August 10, 1944

Had good simulated attack by two forces. Sully got busted to QM 3/c. Get into Eniwetok tomorrow.

August 11, 1944

Fired AA at two sleeves. Entered Eniwetok at 1030. No fuel, so we anchored. Got mail.

August 12, 1944

Nice hot day, worked on ship.

August 13, 1944

Moved alongside of PRAIRIE for repairs. Will be here two weeks. Got some fresh stores aboard, our first in 45 days.

August 14, 1944

Stocking up on chow. Started repairs on ship.

August 15, 1944

Nice day but it is hot as hell in this hole. Got a cute pup named Tinian, so named because he was born during the bombardment of Tinian in the Marianas Islands.

August 16, 1944

Getting things squared away for sea.

August 17, 1944

All rates closed by bureau except to fill actual vacancies.

August 18, 1944

Still working hard on ship's repairs.

August 19, 1944

Captain making changes on board to suit him. Had G.Q which turned out to be new third fleet under Halsey.

August 22, 1944

Still hot as hell. Most of us are wearing shorts to help us keep cool. Swimming call in the AM. Never go in because I have fungus.

August 23, 1944

Departed from tender at 0800. Maybe it will seem cooler now. We went outside of lagoon and dumped tanks. Returned, fueled, and dropped hook in a hole.

August 24, 1944

Got lots of stores on board about 2300. Worked most of the night getting them squared away.

August 25, 1944

Underway at 0545 for two days firing and flight operations. Still with carriers. Halsey arrived.

August 26, 1944

Had plane operations all day. Entered Eniwetok at 1530. Tied up alongside of POTTER. Their CTM fell over the side and was drowned. Nobody liked him.

August 27, 1944

TINGEY left for patrol but was back tonight. Received mail. Everything now changed over to Third Fleet.

August 28, 1944

Underway at 1150 for patrol off the harbor. Guess we are going to Mindinao for next raid. Tested Mk 32 ammunition today.

August 29, 1944

Came back at 1430 and dropped the hook. All CTG's left today, we will join them later.

August 30, 1944

Underway at 0530 for the invasion of Palay and to hit Mindinao. Had G.Q. all day, firing at sleeves and droanes.

August 31, 1944

IV 13, SQDDOG 50, made attacks on us. I was on torpedo director and Fitzpatrick claims we got hits on 2 CL's.

September 1, 1944

Going to have shellback initiation tomorrow. We are playing around as a special group. Rejoin tomorrow.

September 2, 1944

Fired offset practice today. Have initiation tomorrow instead. Saw Op Plan and it looks like fun.

September 3, 1944

Joined 38.2 at 0530 this morning. Had shellback ceremonies. Good show for a change. We are on picket.

September 4, 1944

Still out on picket.

September 5, 1944

We are to be permanent picket for this operation.

September 6, 1944

Fueled from INTREPID and returned to picket station. Launched VF strike on Palau. Dawn G.Q. at 0500. Got mail.

September 7, 1944

Launched strikes on Palau all day.

September 8, 1944

All through at Palau, heading for Mindinao. Refueled from tankers.

September 9, 1944

Launched strikes at Mindinao. One CL and 2 DD's from 38.3 shot up 40 Sampans off the island. Our CAP got 7 Bettys.

September 10, 1944

Launched more raids. Guess the Japs have pulled out. We are retiring to refuel.

September 11, 1944

Refueled. NEW JERSEY and her group rejoined. Passing mail all PM. Plans have been changed, are hitting other islands in the Philippines.

September 12, 1944

Rained. MARSHALL got a sampan on our picket station, also 44 prisinors. Returned to picket station. G.Q. at 1845. CABOT got 2 Bettys.

September 13, 1944

Relieved from picket station by LEWIS HANCOCK. Planes had a tough time on Negros. Lost 36 off CABOT.

September 14, 1944

We are leaving to refuel and assist at Palau for "D" day. Lost more planes.

September 15, 1944

Formed TG 34 for exercises. Fueled from MASSACHUETTES. Had fire in the galley.

September 16, 1944

Refueled at sea and received mail. Rejoined 38.2.

September 17, 1944

Still hanging around Palau. They are having a rugged time on the beach.

September 18, 1944

Out on picket station again. We are heading for the Luzon area. They are still having a tough time at Palau.

September 19, 1944

Refueled. Heading in on Luzon. Should arrive ther about the 21st.

September 20, 1944

Should arrive at Luzon tomorrow to launch strikes.

September 21, 1944

Launching strikes on Luzon. Air opposition over the target is medium. We lost 9 planes this morning. Lots of good targets, both in Manila Bay and on the beach. Only men-of-war are a few DD's and DE's.

September 22, 1944

Rained. G.Q. at 0545. Fired at enemy plane but got no hits. CAP got him. Leaving Luzon area because of typhoon reported headed our way.

September 23, 1944

Out of storm, refueled and got mail. Returned to picket station. The score of strike on the 21st at Luzon is: Sunk 1 AO, 4 AK's and shot down 32 planes out of the air over the target. Also committed 1 Jap DD to Davey Jones' locker.

September 24, 1944

Nice day. Raiding Cebu and Negros islands. Have many merchant ships over there for targets but no war ships to speak of. Air opposition very heavy over target. Battleships joined us and we are heading for Saipan.

September 25, 1944

Formed TG 34 again. Refueled from Alabama.

September 26, 1944

Battle maneuvers. Results of our sweep over Negros and Cebu islands on the 24th as follows: 1 DD sunk, 2 AK's sunk, 2 AO's sunk, 6 AK's hit and left burning. 47 planes destroyed.

September 27, 1944

Arrived at Saipan at 0530. Our ship had anti-sub patrol outside until afternoon when she went in and tied up alongside MASSACHUSETTS.

September 28, 1944

Underway 1115 for anti-sub patrol again. Entire fleet got underway at 1700 for Ulithi.

September 29, 1944

Expect to arrive in Ulithi tomorrow morning.

September 30, 1944

Arrived in Ulithi at 0645. Fueled from the IOWA and got mail. Dropped the hook. Nothing here but the DIXIE. While back at Saipan had to stand regular condition watch because Japs on island were coming out in small craft and attacking anchored ships.

October 1, 1944

Working on ship.

October 2, 1944

Got stores and worked all night and most of the morning getting them squared away. Went alongside of DIXIE and also received mail.

October 3, 1944

Stormy as hell. We broke loose from the DIXIE during the night but not much damage to speak of. Had to stay awake all night. Fleet had to get underway because hurricane. Headed out to open sea to ride out the storm.

October 4, 1944

Still stormy, so rough we can't sleep. Made 48 degree roll. Returning to Ulithi as storm is subsiding.

October 5, 1944

Moved alongside the DIXIE at 1030.

October 6, 1944

Left DIXIE at 1030 and anchored in the stream. Sqddog changed to TINGEY as OWEN must stay alongside DIXIE for repairs. Underway at 1530 with TG 38.2 for Formosa.

October 7, 1944

Rough weather, going to Okinawa, Jima, and Formosa. Looks like we may have a tough time. Okinawa is 375 miles from Jap mainland! ! !

October 8, 1944

Still very rough seas. Refueled.

October 9, 1944

Making a speed run at Okinawa at 25 knots. Moon is high and weather is clear. Ideal for a fight.

October 10, 1944

Hitting Okinawa. Looks like a nice bag. Recovered a VF pilot in the water off HANCOCK. Lots of shipping in the target areas. Received results of today's sweep over target. Sunk--- 3 large AK's, 9 medium AK's, 3 small AK's, 1 AO, 1 CL, 1 sub, 8 luggers, 15 SC's, 1 SS, 2 DD's, and destroyed 89 enemy planes. Probably sunk: 3 AK's. Ships left burning: 1 AS, 3 AK's, 1 AO, and 2 SS's.

October 11, 1944

Fueled and got mail.

October 12, 1944

Made high speed all night and launched dawn attack against Formosa. Air opposition really strong giving the boys some trouble over the target. Some of our planes had to turn back without even reaching their destination. Our plane losses were heavy. Had G.Q. from 1700 to 0230. TG shot down 7 planes with ship gunfire. No hits on our own ships. Results of strike today: 226 enemy planes shot down, 2 large AK's sunk, 2 medium AK's sunk, 12 small AK's sunk. 10 AK's left burning and many ground installations destroyed, including their aluminum plant alcohol factory. Our losses were 22 planes.

October 13, 1944

Still hitting Formosa with no or little air opposition today. Our planes working over the navy yards.

October 14, 1944

Fueled from IOWA. Received word that the CANABERRA was hit with a torpedo last night flooding her lower fire rooms and engine rooms. She was taken in tow by the WICHITA. Our ship and STEPHEN POTTER designated to escort the CABOT over to CANABERRA group for air protection and anti-sub protection. We arrived at destination at 1300. Had nine airraids. Very few planes got in. No hits on ships. CABOT's

fighters shot down 20 planes. We are only a 140 miles from Formosa now on a retiring course at a maximum speed of 4 knots.

October 15, 1944

Received results of air strikes over Formosa for the 12th and 13th. 212 enemy planes shot down by our planes over the target. 175 planes destroyed on the ground. 9 planes shot down by ship's gunfire. 2 large AK's sunk, 4 medium AK's sunk, 9 small AK, 1 DD, 8 SC, 11 other small craft, all sunk. Probables: 7 AK, 1 AO, 1 AMS, 5 SC's. Damaged and burning: 1 AP, 21 AK, 11 SC, 25 small craft. Cloudy and rough all day. Still retiring at 4 knots. Oyster 7 (tug) the MUNSEE, relieved WICHITA at tow job. MUNSEE making better speed now. HOUSTON was torpedoed last night and is joining our group. BOSTON took her in tow. She has no power at all. We are 160 miles from Formosa now. HOUSTON group joined us at 1335. Went alongside to get patients off the HOUSTON but unable to do so because of rough seas. She sure looks bad with a bad starboard list.

October 16, 1944

Cloudy and rough. Barfly 3 (tug) relieved the BOSTON of her tow job on HOUSTON. We were reinforced today by COWPENS, three cruisers and five destroyers. Thank God, at last we got a little help. Japs know we have crippled ships and know our position. Reports state they are heading out after us. Halsey's plan is to let us be bait for the Jap fleet and let them close on us and then he will close behind them and cut them off. Nice way for us to get our ass shot off only making 4 knots. We are now 220 miles from the island fortress of Formosa. More raids today. Tow Frances got into our formation and dropped their "fish. One fish hit the starboard quarter of the HOUSTON in the hanger deck causing a terrific explosion. Other plane dropped her fish at the SANTA FE causing her to give a hard left rudder to avoid being hit. The plane was on fire and tried a suicide dive on the bow of the SANTA FE crashing at the water line on the starboard side. Flames leaped from her bow right straight up to the top of her mast. Both torpedoes were straight, hot, and normal runs. The one that missed the SANTA FE was a self destructive fish that blew up at the end of its run and caused no damage. The plane that torpedoed the HOUSTON was shot down on the opposite side of the formation from us., having just crossed over our fantail, crashing as the result of gunfire from numerous ships. Our fighters at this point were keeping all the other enemy planes out at a distance of 30 miles which gave us time to recover 12 survivors blown off the HOUSTON, 3 of which were wounded badly and 3 that were dead. All had been blown off the deck as a result of the torpedo hit. I helped pull them aboard. I went over the side to get a dead one and wrapped my legs around him to secure a line and found that his one leg was nothing but a stump of loose flesh, his foot having been blown off. This fellow was later identified by one of his buddies as a SK 2/c. He had a picture of his beautiful wife and baby inside his life jacket. I do not believe they should have taken his wedding band off which they sent home to his wife. He also had shrapnel wounds in his throat. Captain of the HOUSTON asked if we would take 100 more men off the ship and aboard ours. We replied with an affirmative. 100 of them jumped over the side and floated in the oily wake of their wounded home on the water, while we bobbed alongside and picked them up. We got the 100 on board OK. Some wounded, all scared and plenty tired. Several of the fellows gave up their bunks, as I did, to these men that had really gone through hell and really needed some sleep.

Even though they didn't want to, as there were still plenty of boggies in the area, they dropped off into fitful sleep at last. God only knows what horrible dreams they must have dreamed for the last two days, for them, it really had been a nightmare. That day by far was the most memorable day of the war, so far, for us. We are still trying to get the HOUSTON and CANABERRA out before the Japs can get in and sink them. They are keeping all essential rates aboard the two ships, doing their best to keep them afloat. The HOUSTON is having the much worse time of the two. Out of 60 enemy planes that attacked us today, the CABOT'S fighters shot down 30 and the COWPENS' shot dow 19. All together, we have shot down 100 planes that were trying to get in to sink these two ships that we are trying to get out. Had buriel service for the three dead men at sea.

October 17, 1944

The CABOT'S fighters splashed more boggies today. What a carrier, small but deadly. One of the wounded men died aboard our ship this morning at 0607. We confined his body to Davy Jones' locker. We got a lot of signal gear off the HOUSTON.

October 18, 1944

We are 450 miles from Formosa this morning. Believe we are fairly safe now. We fueled. Transferred personnel from the HOUSTON over to the BOSTON. There is a typhoon heading this way so we are changing course to avoid it.

October 19, 1944

Took submersible pumps from the BOSTON to the CANABERRA to help keep her afloat. Took some badly burned men off the HOUSTON to the BOSTON for better medical care.

October 20, 1944

We refueled and got mail. Left the cripples and rejoined our task group 38.2. We went out with the INDEPENDENCE to launch "heckler" attacks overt Luzon. We invaded Leyte this morning. The long awaited invasion of the Philippines is underway.

October 21, 1944

T.G. 38.1 and 38.4 left for Ulithi today.

October 22, 1944

Refueled and no mail. Other T.G. left and we are the only ones here.

October 23, 1944

Got mail.

October 24, 1944

Jap fleet sighted. We are making air strikes against them. An Oscar tried to bomb our ship and got realitively near miss of 75 yards. He slipped in on us before anyone saw him. Got picket duty today. Believe a Jap BB was hard hit. One of our carriers, the PRINCETON, was hit by a bomb while operating with T.G. 38.4.

October 25, 1944

Almost caught Jap fleet but MacArthur is in trouble with another heavy Jap force, so had to go run Japs off his ass. Think our planes sunk four of their CV's. We were only 60 miles from them when we had to

turn back and go on our rescue mission down south. Fueled from the MASSACHUSETTES. Formed T.G. 38.5 "Javlin", which is Halsey's prize raider squadron, and tried to cut back and cut off the retreat of a badly beaten Jap fleet. We are doing 30 knots so it will be a close race. We have to arrive at San Berdini Straits before they do. Planes have really chopped hell out of them. About one half of their navy should be sunk or badly damaged. They had their forces split into four different groups which prevented us from concentrating on them. Received word that the PRINCETON was sunk and that the BIRMINGHAM and a couple of our cans were badly damaged that were along side of her taking off survivors when she exploded spraying all topside personnel with burning aviation gas. The Japs original force probably consisted 1 XCV, 2 CVL's, 1 CVE, 2 BB's, 1 CA, 2 CL's, and 8 DD's. This was one of the four widely spread out units of the Jap fleet and the group we were attacking when we were called upon to help MacArthur. One of our subs reported that he had definitely sunk 1 BB, putting 6 fish into her. CruDiv 13 caught up with the original force we were chasing, sinking 1 CV and 1 DD. Another CL was damaged by bomb hits. One BB caught 2 to 4 fish and several bomb hits. One CA caught 1 to 2 fish and bomb hits. 2 DD's were heavily strafed. Believe that most of the damaged ships were later scuttled.

October 26, 1944

Had G.Q. at 0130 last night and caught one Jap cruiser entering the strait at a speed of 27 knots. She was sunk by multiple ship's gunfire. CruDiv 13 getting the first hits with broadside salvos. We got in a couple of hits ourselves. OWEN and MILLER were designated to go in and finish her off. The OWEN launched 5 fish. Jap cruiser blew up with a tremendous explosion and sunk. Throughout the day our ship recovered several of our pilots. HICKOX and OWEN tried to pick up about 200 Jap survivors, believed to be off the ships we sunk, but only 4 out of the whole group would come aboard. They must have been 4F. We left the rest to the mercy of the sea. Guess we really handed the Japs a good beating. All reports are not in yet.

October 27, 1944

Our losses in this operation to date -- Damaged: HOUSTON, CANABERRA, HONOLULU, BIRMINGHAM, IRWIN, and MORRISON. Sunk: PRINCETON (CCL), KALINA BAY (CVE), JOHNSTON, ROBERTS, and HOEL (DD's and DE). We lost 218 planes. Rejoined 38.2 at 0700. Fueled and got mail. We are proceeding to Luzon with 38.2.

October 28, 1944

WASHINGTON, ALABAMA, MASSACHUSETTS, left us and joined 38.1 this AM. Had Captain's inspection.

October 29, 1944

Last night when I went up on watch, I was informed that 38.4 got 1 sub. CUSHING out recovering survivors had a fish fired at her but she maneuvered and the fish passed down her port side, doing no damage. She recovered 14 survivors from a PBM. Launched raids on Manila and Luzon area at 0530. At 1015 we were told that on October 25, that 6 of our CVE's, 3 DE's, and 6 DD's were attacked by 4 BB's, 8 CA's, 13 DD's of the Japs, off Samar Island. Japs closed to 6 miles astern and opened up sending salvos into our retreating force. Two divisions of cruisers pocketed our force going down either side of the formation and subjected it to a terrific triple crossfire. One CVE was hit and had

to drop back and was not heard from again. Two DD's and 1 DE tried to assist her and have not been heard from since either. Planes from our force sunk 1 BB, and 2 CA's from the enemy force which was damn good as they were caught without sufficient time to arm their torpedoe planes with fish, causing them to make dummy runs. At 1215 we were under attack by 6 to 8 planes. VF got them all. Watched a dogfight overhead and they sure peppered that Jap. He was splashed astern of us. One near miss to the HANCOCK. Our last strike was returning at 1800 very low on fuel and somewhat shot up. A storm came up and many planes crashed in the water.

October 30, 1944

From 0130 to 0400 our cans picked up 22 pilots. IOWA found both of her Kingfishers, one upside down. Had G.Q. at 1300 and CAP shot down 2 Francis'. Still no report on raid. Colors half-mast for fliers that died on board HANCOCK.

October 31, 1944

Refueled today. Also got word that yesterday while our VF were shooting down a couple of bogies, 38.4 was under heavy air attack. I believe we will head back to Ulithi. Received results on Manila strike of the 29th and 30th. Sank 1 AO, 1 CH, and admaged 2 CA's.

November 1, 1944

Standing by 500 off Philippines. Ought to head for Ulithi soon.

November 2, 1944

Formed "Javlin" at 1930 last night, one report that what was left of Jap fleet was headed for Leyte again. Proceeded to 75 miles from Philippines, but no success.

November 3, 1944

Refueled and changed course to 245 degrees, headed for Luzon area. They have a report of 700 planes that have reinforced that area.

November 4, 1944

Went on watch at midnight as usual. We were on picket station when we heard over the TBS that the RENO had men in the water, and no steerage, and a starboard list of 10 degrees. Rain was too great to hear very well, but we got a later report that she was taken in tow by a tug and was being escorted by 3 DD's to Ulithi. She had been torpedeed by a sub. Payday! We launch air strikes tomorrow. Have dawn and evening G.Q. from now on.

November 5, 1944

Dawn G.Q., no bogies. Had church at 1000 with Lt (jg) Smedley as pastor. Good change and something different. Have been shooting down numerous bogies all day (CAP).

November 6, 1944

Stood Bob's watch last night. The BOYD and Brown have been on a hunter-killer search for about 30 hours. Last night they radioed that they had 6 attacks by a sub from 0100 to 0200. No more news. Dawn G.Q. Received report from captured Jap that our old battleship got 2 BB's, 1 CA, and 5 DD's in the Philippines. Also, our planes got 2 CA's; this Jap was on one of the CA's that the planes got.

November 7, 1944

Refueled today -- what a time, broke both hoses and cracked into the side of the AO. They had 400 bags of mail for 38.2. We got 300 and then had to quit. Got everyones mail but our own. Transferred 3 correspondents to ESSEX for interview with pilot that got 30 planes (9 in two days). Flash report about 5th and 6th over Luzon: 749 planes splashed, 1 CA, 4 AK's, 1 AO, all sunk. Damaged light cruiser.

November 8, 1944

Plenty rough, bad storm.

November 9, 1944

Entering Ulithi. Went along side ammunition ship and got 500 rounds. Not going to be here long. Pulled along side of MARCABE (D21) for repairs.

November 10, 1944

Worked on stores all day long, not too many aboard. Got one 3/c and two strikers aboard.

November 11, 1944

Got out of boot camp 2 years ago today. Was on SOLACE (hospital ship) all day. My left eye is really bad. H.S Lewis transferred to States.

November 12, 1944

Beach party on Ulithi. Many native huts and topless native girls. All off-limits to navy personnel. The island is fixed up fairly nice for recreation. We all got 4 warm beers.

November 13, 1944

On the tender -- haircut and gedunks. Finished up depth charges today.

November 14, 1944

Married 2 years today. Pulled out at 1530 for Philippines with 38.2. Got a letter from Jane as we left.

November 15, 1944

Have 8 to 12 watch this trip. Do not think we will be out very long this time. Scuttlebutt about the States throughout the squadron.

November 16, 1944

Fueled from NEW JERSEY and delivered mail and passengers to all carriers out here.

November 17, 1944

Fueled from NEW JERSEY again. At 1800 started run at 25 knots to Manila.

November 19, 1944

Hit Manila and other targets around Luzon area. Sunk 8 AK's and numerous AO's. Got many planes on the ground (140), a few shot down over targets. We are retiring from area tonight. At 1900 went to G.Q., at dusk a Betty was off our fantail about 5 miles away. Our pickets were attacked by 3 Bettys. LEWIS HANCOCK shot down 2 and a torpedo missed her stern by 20 feet.

November 20, 1944

Very rough day. STOCKHOLM was trying to transfer piolets from HANCOCK to INTREPID, but was unable to do so. She killed one man and another had compound fractures of legs before she abandoned her mission.

November 21, 1944

Fueled from tanker. Another TG headed for Ulithi. Only two of us out here right now. We are testing new night signal gear. Pretty good stuff. Got mail.

November 22, 1944

Formed TG 34.5 and had torpedo runs. The POTTER and rest made runs on CV. Plotted us in and our fish were good, we are supposed to have sunk it.

November 23, 1944

Celebrated Thanksgiving; turkey with all the trimmings. A can of beer with night chow. Sea has heavy swells.

November 24, 1944

Refueled from AO and headed for Luzon and Manila area to launch strikes.

November 25, 1944

Launched strikes and reported 1 CA and many AK's. At 1230 went to G.Q. Had several planes get in screen. One dived on HANCOCK, almost got her with his bomb. They blew him apart and part of his wing landed on a CV's bow. The Jap bailed out in his parachute and was picked up by a DD. About 15 minutes later, one came in astern and hit on the INTREPID'S flight deck, another plane hit the CABOT. Shortly a plane came out of the clouds on our port bow and we opened up with automatic weapons. Looked good. He came in on yhe CABOT and she blew the plane apart, however, he crashed at her waterline. We were the first ship to open up with automatics on the first plane that came in on the HANCOCK. Another plane dived in on the INTREPID and really hit her hard, couldn't see her for 10 minutes because of so much smoke. She is probably hit bad, many men in the water. She had 75 planes air-born and is unable to land any. Other CV's had to take them on board. One TBF had trouble and crashed. DD546 picked up the 3 men OK. Plane tried to hit IOWA but fell just ahead of her. Plane crashed into CUPID's (?) superstructure during night operation. Several men over the side. Her SM and YE out for several days. SG out temporarily. All visual means od signaling out.

November 26, 1944

Report from other TG, LANGLEY was hit and had 14 dead or missing, 5 seriously wounded, and 34 moderately wounded. The made repairs on the flight deck; cannot fix six 20 mm guns. Also hit #4 gas filter. ESSEX was also hit, but have no conformation of same. At 1400 today, all ships half-mast colors for dead on INTREPID. We have received orders to return to Ulithi, ought to arrive before dusk tomorrow.

November 27, 1944

Should arrive in Ulithi sometime late this afternoon. Tested WK32 this morning, they are no good at all. Received action report of the 24th from Cinpac. Sunk 1 heavy cruiser of Kumano class, it was sunk at Santa Cruz; 1 DD and 4 small transports; 9 cargo ships; 1 AO; and 2 luggers. Damaged: 4 cargo ships and 1 AO. 29 planes shot down over

target, 35 destroyed on the ground. Near Nichols Field, 7 tank cars strafed and burned. 150 truck convoy strafed north of Manila. Arrived in port at 1545, got a little mail from a tanker.

November 28, 1944

Went along side ammunition ship and picked up a few rounds. Then tied up alongside of TINGY. The Destroyer Squadron said we could paint up another Jap plane. We are standing gun watches. They expect some one-way jobs to come from Truk and Marcus islands. An AO was sunk in here a few days ago by a midget sub. They attacked Manus Island with 4 one-way jobs and hit an ammunition ship that blew up and caused about 6 ships near-by to sink also.

November 29, 1944

Raining all day. Got stores aboard in rain.

November 30, 1944

Got underway for exercise but had to return to port because of squally weather.

December 1, 1944

Entered port in afternoon, refueled and tied up alongside PRAIRIE.

December 2, 1944

Worked on Mount #1, rained all afternoon. Went to PRARIE and talked to fellow from Ft. Wayne.

December 3, 1944

Had quarters on forecastle for Captain Baum while Commander awarded him the Silver Star for the HOUSTON deal.

December 4, 1944

Went on working party, better than painting in hot sun.

December 5, 1944

Met a fellow on PRAIRIE from home. Was nice talking to him. Painted Mount #1.

December 6, 1944

Went on second working party, I like them.

December 7, 1944

Got underway with MIAMI and VINCENNES and Division D 104. Had gunnery practice and we got 4 sleeves.

December 9, 1944

Captain's inspection. A letter was also read from Captain Burns commending us on handling his men.

December 10, 1944

Fueled from MIAMI this morning. One of her signalmen said that that the ST. LOUIS was hit midships in the magazine and she broke in two. The COLORADO also got hit.

December 11, 1944

At 1730, joined 38.2. Saw the WISCONSIN for the first time. We have 3 large CV's, 2 CVL's, 4 CA's, and 22 cans. Have a squadron of 2200's with us now.

December 12, 1944

Cruising with nothing doing. POTTER gave us mail and we lost both bags over the side.

December 13, 1944

Refueled from AO's and POTTER gave us 10 bags of U.S. mail. Got my first Christmas package. Will start high speed run in on Manila tonight.

December 14, 1944

Launched first strike at 0630. They are getting more planes now

December 15, 1944

Today was D-day on indoro, they landed paratroopers, we gave them coverage. That put us on 70 miles from Manila. Today the other TG was close by and had a fish fired at her. Gave emergency full ahead, and they really put out the smoke.

December 16, 1944

Continuing to strike the Luzon area. Several planes crashed in our group. They are still trying to land more planes to reinforce Manila. Should refuel tomorrow.

December 17, 1944

Fueled from AO. Very rough, could not finish and nearly crashed into AO. All ships had to abandon fueling.

December 18, 1944

Very rough, DD's are low on fuel. MONTERAY lost 3 planes over the side, also a gun director. All planes on her hanger deck were burning as a result. She was dead in water. Water put out the fire and she was able to continue on. Two men of oyster family stood by. One CV (81), was dead in water. Every cruiser in our group lost a Kingfisher over the side. Many men were lost overboard, only one was recovered. One of our depthcharges got loose and my watch had to secure it. Really rough as hell, Ed banged his hand up. The Exec. helped us.

December 19, 1944

We are out of storm, heavy swells. Tried to fuel and made out OK. The NEW JERSEY topped us off. Many of our ships are lost. ACVE took a 65 degree roll. About 4 cans and 2 DE's are lost.

December 20, 1944

The SPENCE turned over and we have about 30 survivors. Hull is sunk and we have 20 men from her. DEWEY took 72 degree roll and on the same turn the MONAHAN turned over and 6 men have been picked up by various ships in the TF.

December 21, 1944

We are still searching the area for men. Picked up survivors from the HULL, SPENCE, and the MONAHAN; have about 60 -80 survivors from all ships sunk. Have found the DE. The one with our mail was lost about a

175 miles from us. Storm did more damage than the Japs since we have been out here. Planes are searching for survivors.

December 22, 1944

Fueled from AO. Got 8 letters. We are proceeding with DD's 674, 675, and the NEW JERSEY to Ulithi. Will be in for Christmas.

December 23, 1944

Still going with NEW JERSEY to Ulithi. Had AA practice today.

December 24, 1944

Entered port, fueled, and got ammo from ammunition ship. Got word to be ready to leave this afternoon with TINGY and IOWA to proceed to Manus Island for repairs to be made on the shaft of IOWA. The shore battery opened up at targets and somebody sur as hell made a mistake. One 5" hit the NEW JERSEY and went through her after deck. One man injured. Pulled out for Manus at 1500.

December 25, 1944

Our second Christmas underway. Had swell dinner with everything that goes with turkey. Maybe next year we will be able to spend it at home. We are with IOWA headed for Manus. Rained most of the day. Spent a lot of time playing checkers.

December 26, 1944

Are 40 miles from Manus at 1700, not going in until morning. Iowa can only make 13 knots.

December 27, 1944

Entered Manus at 0815, largest island we have seen yet. Really has a large anchorage. All damaged ships from recent battles are being patched up here. HOUSTON said hello and would be glad to see anyone that would like to come aboard. We fueled from an AO that was quarantined. They have a lot of malaria and encephalitis. Went to sea detail at 1700 and pulled out. Watched about a 100 ship convoy leave for invasion of Luzon.

December 28, 1944

Had offset firing with TINGY. Initiation at 1300.

December 29, 1944

Entered Ulithi at 1700, fueled and dropped the hook. 1230 went alongside the PRAIRIE. I went on beach party, back at 1530 and went on working party with George to PRAIRIE for stores. Hit the sack at 0100.

December 30, 1944

Underway at 0730. Have the 4 to 8 now. George lays in sack as usual. Had sleeve firing at 1100.

December 31, 1944

New Years Eve. Formed "Javlin" for battle maneuvers. Have 3 large CV's and 1 small one. The ENTERPRISE is going to join us soon. The Japs will really try to blast oyr bunch with four big babies in the center.

January 1, 1945

Proceeding toward fueling soundroom.

January 2, 1945

Fueled from AO. Made a speed run in at 25 knots.

January 3, 1945

Hit Formosa, weather very poor. Lost a lot of planes, could not find target, missed it by 80 miles. Started to retire at 25 knots.

January 4, 1945

Hit Formosa. Weather is hell, grounded most of our planes.

January 5, 1945

Fueled from AO. Got very little mail. Sea is smooth as glass and a wonderful day.

January 6, 1945

Made speed run in on Luzon, sea is rough as hell. Always is when we strike. Weather is all for the Japs. At 1700 we were told to proceed to pick up a pilot that had bailed out, we never reached the place. Could never find him in this sea. At 1800 we started at 25 knots to Formosa. In 10 minutes three DD's had to slow to 15 knots. We abandoned our orders to go to Formosa at 2200.

January 7, 1945

Early this morning we got a report that Jap suicide planes hit hard. One bomb destroyed bridge of the NEW MEXICO and one DE blew up. About DD's were badly damaged. They are hitting us hard now and MacArthur said he may not be able to proceed with the invasion. We photographed Clark Field and 126 planes were still there, so we are going to hit them again today. Weather is still bad. Planes over the target said they saw many planes hidden in the woods. We are dropping bombs from SB2C's. The Japs have dummies on the field. A couple of Bettys attacked our pickets and dropped fish. Missed, and that was the only reported action against our fleet.

January 8, 1945

Fueled from AO. Made a run on Formosa at 21 knots. Nice clear weather, hope it holds.

January 9, 1945

Hit Formosa, hardly any planes, only four DD's and one transport. Raining and cloudy weather (you might know). 7th fleet are able to bombard. I guess we hit Luzon pretty bad. The Rangers landed on the 7th and beached. Army lands this morning. We sure wish them luck. Tonight at 1800 we started through Bashi Channel, 60 miles from southern tip of Formosa. We knocked out their radar station, they cannot detect us.

January 10, 1945

This morning at 0800 we are 10 degrees N.W. of Luzon, we are the first to make it into the China Sea. One large transport was shot down over screen and fell 500 yards from HANCOCK. Throughout the day we had contacts of convoys but didnot destroy because we are waiting for something big. We also have 6 AO's with us. They have DD's as a screen.

January 11, 1945

Fueled in China Sea, we are really getting into hot waters. Late this afternoon our planes shot down 3 Jakes 25 miles from us. They must have spotted us. Damn!!

January 12, 1945

Formed "Javlin" at 0700. We are going to bombard Camarhn Bay this morning and Tizard Reef. On our way in the cancelled it. We were 50 miles away and turned back. Our planes said that all ships had fled the Bay. Got a report that a convoy was sighted, CV launched some planes and in 45 minutes destroyed it (AO, DE, and freighter). Also sunk a heavy cruiser at 150 miles north of Camrahn Bay. It had 10 - 8" guns on it.

January 13, 1945

Rough as hell. Scheduled to fuel, tried 3 times and only got 10%. We will stay with AO and try to finish in morning.

January 14, 1945

Fueled OK. We got 1 light and 1 heavy cruiser. Destroyed many troopships the other day.

Januar 15, 1945

Payday. We made a speed run in on Formosa at 20 knots in rough sea. No reports yet. We are on picket, 50 miles ahead. Four Bettys and 1 Zeke were shot down 20 miles from us. One dead Jap pilot and part of his plane floated close by us.

January 16, 1945

Still on picket; we have been picking up pilots since 1300. Had 5 aboard by 1730. They ran out of gas. One was taking pictures of our ship as we were coming for him. A couple of pilots were in the shack and I made a cup of Joe for them. They said 3 out of 10 TBF's made it back from Hainar Island off China. Damn CV sent them too far. They were really mad.

January 17, 1945

Returned the 5 pilots to the ESSEX. A lot of ships refueled but not all of them. Even a BB busted hoses. Really rough in the China Sea. We hit Canton yesterday. Have sunk 58 ships and damaged 27. Good for such hellish weather.

Januar 18, 1945

Still rough as hell. One DD took 60 degree roll, so low on fuel. AO's are still with us but too rough to fuel. Lucky no depth charges have broken loose. Several bogies got within 50 miles of us last night but didn't find us.

January 19, 1945

Close to Luzon. Refueled. Nice sunny day, best we have had for a month. Are guarding against convoys coming from Formosa.

January 20, 1945

Nice day, sea has heavy swells. Launched search planes. Will probably leave China Sea and go to the Pacific. Went through strait at 2100. From 2000 to 2200 we had bogies all around. CAP shot down 21 Bettys. Other TG opened up, looked like 4th of July.

January 21, 1945

We are on the east side of Luzon. Hit Formosa, nicest day in months; just like Indian summer at home. We are picket at 50 miles ahead of formation. Our TG was under heavy ait attack. We are too far out in front to hera any dope.

January 22, 1945

Fueled from NEW JERSEY. Nice day. We had to come in from picket duty to fuel. TICONDEROGA and MADDOX (2200) were hit by planes.

January 23, 1945

Fueled from AO. We have destroyed about 350 planes and damaged about 250 more over Formosa in the last two days. No reports on ships yet. At 1500, our squadren, NEW JERSEY, HONCOCK, BOSTON, and BALTIMORE headed for Honor. I guess Halsey is going back to the States and Spruance is waiting in port to relieve him.

January 24, 1945

Still headed for port. Had fireing today.

January 25, 1945

Arrived in port. Got ammunition.

January 26, 1945

Got mail. Started to pain to projestors. We have 14 days in port.

January 27, 1945

Went alongside tender at 0800. Went on beach party.

January 28, 1945

Painting projectors.

January 29, 1945

Still working on battery.

January 30, 1945

Working.

February 6, 1945

Have been cleaning and painting the battery the last few days. Today we are going out on a speed run to test out new bearings. Stateside scuttlebutt is really hot. Everyone was told to hand in their job orders.

February 10, 1945

Underway. Had a long time to work on ship and we really worked. Five Task Groups are going to hit Tokyo. We are supposed to leave after the first two days if no ships are hit. We have in our group, HANCOCK, LEXINGTON, SAN JUAN, SAN FRANCISCO, and the BOSTON. Had AA fire this morning.

February 11, 1945

Test fired all guns.

February 12, 1945

Tested guns again.

February 13, 1945
Fueled from AO.

February 14, 1945
Valentines Day. Topped off from CV. All torpedomen are standing 40 minute watches in daytime. Depth charge at night. Shot down 2 enemy fighters in 58.3.

February 15, 1945
Fueled from AO. Payday. Cold as hell. We are directly east of Japan. Start high speed run in tonight. Here we go - off to the races. Shat down 1 betty ten miles from Formosa.

February 16, 1945
Launched strikes against Tokyo all day. Very cold, 37 degrees and going down. Very rough sea. Our picket sunk 2 small craft off Formosa. Many clouds. Went to G.Q. at 0930, but turned out to be friendly. Had G.Q. and shot down numerous bogies about 10 miles from Formosa.

February 17, 1945
Again we launched planes but by noon the weather got so bad we had to leave. Ceiling over target was 600 feet. Last night 2 DD's rammed and one 40mm ammunition blew up. They had to leave with 4 other DD's for port. On the way back, they sunk 2 Jap SC's. We sank several picket and SC's close to our position. Report on all strikes over Tokyo by all 5 TG's: 250 planes shot down in combat; 225 destroyed on ground; 2 aircraft factories completely destroyed; 4 airfields in Tokyo hit hard. Our TG alone got 250 planes, over half. Made other TG's look silly. Our whole force lost 8 VF planes and pilots.

February 18, 1945
Retireing. Refueled from HANCOCK. Being snooped by subs, they have reported our position. At 0100 a DD in other group had a contact and dropped charges. At 0300 the YARNELL had a sure sub and lost him, stayed behind with another DD to look for him.

February 19, 1945
Landed troops on Iwo Jima at 0900, we gave them air support. BB's and CV's have been bombarding for the previous 2 days. PENSACOLA got a couple of 6" hits but was able to continue with bombardment. At 1130 a plane landed on LEXINGTON and it's belly tank blew up and caused quite a fire. A plane crashed in the water and OWEN recovered pilot. At 1945 went to G.Q., had numerous bogies around all TG's. We opened fire, no results. DD583 shot down a Helen or Betty, it burned on water fo 30 minutes. Secured at 2046.

February 20, 1945
Fueled from AO and got mail. Weather is still cool and rainy. Sea is real calm.

February 21, 1945
Getting colder. BOSTON and SAN FRANCISCO left to bombard Iwo Jima. Losing quite a bit on beach. We launched planes over the island all ady long, mostly fighters. One VF crashed in water and burned a hell of a long time, pilot was not found. G.Q. for 1 and 1/2 hours. SARATOGA caught 4 suicide planes and had to go to port.

February 22, 1945

Still launching strikes on Iwo Jima. They called for blood plasma on beach but weather was so rainy, we could not even launch air support, let alone get blood to them. They are losing 60% on one beach and 10% on all others.

February 23, 1945

Still launching strikes on Iwo Jima. Weather rainy and cold. Fueled from AO.

February 24, 1945

Topped off from HANCOCK, really rough fueling. Started high speed run at 1330. Had to slow down, LEXINGTON had 1 plane washed over the side and 8 others damaged. Wonder what they think of DD's. Supposed to hit Tokyo in the morning.

February 25, 1945

Hit Tokyo at dawn. Ran close to several enemy DD's and picket boats, but they did not detect us in the heavy seas. A Jap snooper has been reporting us for the last day, so maybe they know where we are. Nice over target - 6000 feet - could see for 10 miles. The bombed the city with 500 pound incendiaries. Hit quite a few airfields. No flash reports yet.

February 26, 1945

We wanted to hit Kobe and other bases in southern Japan but rain and sea stopped us. We got between a lot of their islands. They turned on lighthouses we got so close. Two picket boats were sunk during the night. The PORTERFIELD sunk a 100' boat but not before she was hit by some 30 caliber fire and a 2" on the bridge. One officer was killed and 12 men seriously injured.

February 27, 1945

Fueled from AO today. Got mail, sure was nice. It was warm today, got a little of my tan back. At 1000 a search plane spotted 2 DD's and many small craft trying to land troops on Iwo Jima. I guess the planes got them all.

February 28, 1945

Topped off from heavies, starting speed run in for Okinawa. Full moon, clear night. Transferred one of the new men we just got aboard - lost his mind.

March 1, 1945

Hit Okinawa, cloudy, but they ought to have a good day. Results on the Tokyo raid of the 25th: 250 planes destroyed in all, many small ships sunk off coast. Six aircraft plants destroyed. On picket, sunk a mine.

March 2, 1945

Nothing but test firing.

March 3, 1945

Got in port late today.

March 14, 1945

Got underway, we had to contact TG. Have new radar and operators.

March 15, 1945
Fired.

March 16, 1945
Fueled from AO.

March 17, 1945
Topped off fro BALTIMORE. Making a high speed run in to the southern islands of Japan. Had bogies around us all night. G.Q. from 2305 to 2320.

March 18, 1945
Launched strikes on Kyushu, southern most island of Japan. Had G.Q. at 0750, many planes in area, saw a couple go in cloud with Hell-cats on their tail. We are still on picket and fired about 50 rounds at planes low on the water. INTREPID was hit.

March 19, 1945
We proceeded up north last night and are now hitting Kobe. At 0710 this morning, one Jap got in and dropped his bomb on the FRANKLIN'S deck which was loaded with planes full of gas, bombs, and fish, for a strike against the Jap fleet at anchor. She burned and exploded for two hours. She is a mess, men dove in water when she was hit. The crew was going to abandon ship but they rode it out. She is now under tow. They shot the Jap down after he hit her. About 1000 another Jap flew over very high and took pictures. Bogies around all day. Sub radioed that the fleet was hit hard - don't know what he meant.

March 20, 1945
FRANKLIN in tow. PITTSBURG doing 6 knots. All other TG's have retired/ We are covering the retreat, bogies have been in and out all day. Was fueling from ENTERPRISE when a bomber flew over at 27,000 feet, so we went to G.Q. We are standing watch on the 40's. A one-way Jap made a dive straight down (and I mean straight) on the HANCOCK, they blew him apart at 10,000 feet, and the ball of fire still kept coming. He missed the HANCOCK but hit the HALSEY POWELL DD686) and her rudder was jammed at 15 degrees left. The TG left and we stayed behind to help her. She had 1 man killed, 4 missing, and 20 seriously injured. At 1700 we shot at 2 planes low on the water. Another made a dive at us and he just pulled out above our mast. He didn't strafe or drop a bomb, we thought sure we were gone. He must have seen our "Green Shamrock". We must have hit him but he didn't crash. It's different when you know he wants you instead of a carrier. We are only about 40 miles from Japan. Bogies all around at night. HALSEY POWELL can make 10 knots. She has after-steering flooded, bomb went out the side below water line.

March 21, 1945
Torpedomen went on 40's about 1000, and a good thing, a Francis came in on us before we went to G.Q. It was the first time I ever loaded a 40mm and was I nervous. We sure put them out. Went to G.Q. and we must have hit her. She was low on the water. A fighter started to chase her from the TG 100 miles away, and he said before he could catch him, he crashed in the water, so we must have hit him. Nice clear day so we saw him coming in from 77 miles away As I am writing this, our

CAP just splashed another Francis 20 miles away and we have another one 17 miles from us. This will be the last day of CAP, we will be on our own from tonight on. We have orders to take the HALSEY POWELL to Ulithi as fast as possible. She can do 15 knots now. We lowered a boat yesterday and sent Dr. Bassan over. They lost 3 more men last night from burns.

March 22, 1945

Getting warmer, went alongside the POWELL and got our Dr. back and gave them shoring. More men died. They 8 to bury at 1000, we half-mast colors. Out of range of enemy planes. We are 750 miles from Ulithi. Report on Kobe: 485 planes destroyed; bomb hits on 15 of 17 warships; BB's, CA's, and DD's. ENTERPRISE was hit just after we left TG with POWELL.

March 23, 24, 25, 1945

Nothing happened. Arrived in port at 0900. Got ver little mail.

April 1, 1945

Left port for fireing exercise with RANDOLPH (CV). Pilot fell off CV into water, we picked him up. Very nice day.

April 2, 1945

Still fireing, and we are going to fire at an illuminated sleeve tonight.

April 3, 1945

Entered port.

April 5, 1945

Left in company of RANDOLPH. Her planes spotted a sub on the surface 50 miles from us at 1430. Speed at 20 knots.

April 6, 1945

Nothing new, going 25 knots all the time. We were jouined by the ENTERPRISE and rest of our squadron. We will meet TF 58 tomorrow.

April 7, 1945

Joined 58 and fueled. Heard tonight that our fleet is having a hell of a time. Jap surface units are headed for them. 1 BB, 1 CA, and 9 DD's.

April 8, 1945

Went to G.Q. for bogies. Nothing happened. Yesterday our planes sunk the BB, CA, and 3 DD's. Three DD's left burning. 185 suicide planes attacked the force while we were quite a number of miles away from them. Splashed 116 by VF and 45 by ship's fire. 22 hit our ships and sunk 3 DD's and damaged 23 DD's altogether. Hitting us hard now.

April 9, 1945

Covering amphibs on Okinawa, they are being hit by PC's.

April 10, 1945

Topped off from NORTH CAROLINA. Hit another ammunition ship, that makes 3 of them in this operation.

April 11, 1945

Fueled from AO.

April 12, 1945

Still on picket, more cans are getting hit everyday.

April 13, 1945

Announced at 1100 that President Roosevelt had passed away and it really hit everyone hard. Colors will be at half-mast for 30 days. Fueled from NORTH CAROLINA and went right back out on picket station.

April 14, 1945

On picket yet. Went to G.Q. this afternoon. TG was under attack. Division D 104 was on radar picket and the HUNT was hit by planes, hit both boats, no casualties. At 1945 went to G.Q., a fighter knocked down a plane right over our ship. Several planes came in but all were splashed by gunfire. We had one come to 5,000 yards and we knocked him down, the first one we have ever hit at night (#6). Getting a lot of smoke - we felt 3 explosions close aboard, must have been bombs. Had flares all around us, we were really lit up.

April 15, 1945

Being relieved from picket and are retiring to refuel.

April 16, 1945

Fueled and got lots of mail. A lot of cans are getting hit. COWELL was one, hope Foy got off OK. Had sound contact and dropped 18 charges from 2100 to 2400. Smell of oil was only result.

April 17, 1945

Payday. HANCOCK and us on hunter-killer search. Lots of oil on surface.

April 18, 1945

Still in area, more oil. Relieved by 2 DE's for hunter-killer assignment. Joined 58.3 and fueling group. 58.2 has been disbanded, so many ships hit. We pulled along AK42 for provisions, first time we have ever done that. Took test for 1/c and got a 3.7. Are leaving fueling group tonight.

April 19, 1945

Off Okinawa giving air support. Jap planes have not been over for 2 days. We have destroyed over 2280 of their planes. British got 80 plus or minus a few. This is the first Navy operation where it exceeded both Marine and Army losses.

April 20, 1945

Getting colder. Still giving support.

April 21, 1945

Nothing new. Picked up life raft covered with blood and a navy knife in it along with many bullet holes. Must have been from the DD that was sunk and the Japs strafed 200 men. Went to G.Q. at 0130, fired about 100 rounds. CAP got him at 60 miles. Many subs in area. A DD had 3 contacts.

April 22, 1945

Rather cool, went to G.Q. at 1430. VF got 2 planes.

April 23, 1945
Fueled, got mail.

April 24, 1945
Started on radar picket line at 0400. POTTER dropped out for sub contact. No word, we are 25 miles ahead of TG.

April 25, 1945
Rejoined TG and refueled. On radar picket again. Rainy with poor visibility.

April 26, 1945
Giving air support to operation.

April 27, 1945
Fueled from AO. Made repairs on Mount #2. Guess we get new fish this time in.

April 28, 1945
Ordered to take English Commander, a member of the Nimitz staff, and 3 war correspondents into Okinawa. Arrived at 1200, lots of firing on beach and many ships here. Shot down 120 planes through the day. At night they lay smoke all over the anchorage. I stood watch with tommygun on fantail. Shell burst over my head and shrapnel fell all around; found a piece on deck beside me. Japs came over and bombed hell out of the airfield. A hospital ship pulled out and they bombed her 18 miles out. They abandoned her once but it finally made it back. They also hit another hospital ship today.

April 29, 1945
Fueled from BUNKER HILL. Many bogies. VF got 5 at 17 miles. Went to G.Q. at 1255 and VF shot down 2 that were close to us. He really got them nice.

April 30, 1945
Quiet night. I guess the beach is really catching hell from planes.

May 1, 1945
Made 1/c, fueled ship, and got mail. Went along side WASHINGTON to get stores.

May 2,3, 1945
Nothing happened.

May 4, 1945
Heavy air attacks on beach, our VF got 51 planes. A couple of DD's were sunk and others hit.

May 5, 1945
Captain's inspection.

May 6, 1945
Fueled.

May 7, 1945
On radar picket.

May 8,9, 1945
On radar picket.

May 10, 1945
Fueled from AO.

May 11, 1945
BUNKER HILL hit. Picked up 156 men. 2suiciders hit her. Went to G.Q. at 0915. The BUNKER HILL is burning badly. We tried to pass along pumps and hoses to her but it was too hot. Two more planes came in on her, one was splashed at the edge of screen, and the VF got the other.

May 12, 1945
Retired to fueling group and transferred 20 men to the BOUNTIFUL (hospital ship). My God! I saw a nurse! Fueled and headed back, 4 DD's in all. Estimated casualties around 400, from their signalman.

May 13, 1945
Joined TG at 0600, conducting raid off Kyushu.

May 14, 1945
Launched very large raid at 0515, at0915 went to G.Q., had many bogies. Stayed at G.Q. until 1015, then set Condition 1 Mod. Had 1 plane hit the deck of the ENTERPRISE at 0915, put fire out and she was operational. We fired at 3 bandits and really knocked hell out of them, got 5" hits on 2 of them, and 20 and 40mm on all three.

We claim 2 of them. One turned his belly up on our starboard quarter. The 20's shot his tail off. Secured from Condition 1 at 1835.

May 15, 1945
Retired and fueled from AO. Very rainy weather.

May 16, 1945
Still with AO, got stores and headed for Okinawa at 1830. On picket with STEPHEN POTTER.

May 17, 1945
Back in the groooove gain. On radar picket, 25 miles out. Our Division and four 2200 DD's are together. Very nice clear day.

May 18, 1945
Stayed with TG and launched raids all day. Rainy day.

May 19, 1945
Fueled from AO and headed back.

May 20, 1945
Nice day. Japs are using a new torpedo plane (Grace) and we are told to be on the lookout for them.

May 21, 1945
Still launching.

May 22, 1945
Topped off from R9.

May 23, 1945
Fueled from AO.

May 24, 1945
At Okinawa, on radar picket with 8 other DD's.

May 25, 1945
180 Japs over the island. Hit a DE and Auxillery ships. Could not find us because of rain.

May 26, 1945
Still raining, on radar picket.

May 27, 1945
Fueled from AO and got mail. Supposed to go to Leyte but are going back to Okinawa.

May 28, 1945
Halsey takes over today. He and Spruance had a confrence at 0800 this morning. Mitscher was also relieved by McCain.

May 29, 1945
Loading all planes to capacity and dropping on island. Guess we are going in to port after this heavy strike.

May 30, 1945
AA fireing all morning. Heading for port.

June 1, 1945
Entering port of Leyte, fueled and got ammunition. Natives came to ship to trade. Could not take anything because of so many diseases.

June 2,4, 1945
Worked and painted, took off warheads on beach.

June 5,6,7, 1945
Nothing new, got mail, still painting. A man fell off gangway between the ships and divers got him out 3 hours later. DD538 crashed into the RANDOLPH, second time she has been hit in port.

June 8,9,10, 1945
Changed fish, hope for the last time.

June 11, 12, 13, 14, 1945
Nothing much. Today I am a man. Hit 21. Went to beach with chiefs, lot of beer.

June 15, 16, 17, 18, 1945
Went to Tacloban, rotten, dirty as hell. Supposed to leave for U.S. on the 20th.

June 20, 1945
At 0915 we got underway with DDV 103 for U.S. All cans flying homeward bound pennants. Thank God this day has come. The Exec. left for Pearl Harbor and the States to make transportation arrangements for the crew.

June 22, 1945

Cruising at 16 knots, time sure is dragging.

June 26, 1945

Arrived at Anewetok at 1215, fueled and left at 1630 for Pearl Harbor.
It will take 7 days at 15 knots. Will really be a long trip.

July 2, 1945

Reached Pearl, charged fish.

July 3, 1945

Got underway for the United States.

July 9, 1945

Landed in the good old U.S.A.

Log written by John Galbreth and Robert Dicus