

RE. NO 174
R. S. NO
REG. SHEET NO 43

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
DECEMBER 1944.

150945

FILMED

RECORDED

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Escort Division FORTY.
USS WITTER (DE-636), Flagship.

Operating under the operational control of CTF 78 and the administrative control of Commander Destroyers, Pacific Fleet.

Locations of ships in Escort Division 40 on the morning of 1 December 1944 were as follows:

USS FOREMAN (DE-633) - Enroute Manus Island to Hollandia, New Guinea.
USS WHITEHURST (DE-634) - Anchored in Humboldt Bay, New Guinea.
USS ENGLAND (DE-635) - Anchored in Humboldt Bay, New Guinea.
USS WITTER (DE-636) - Anchored in Humboldt Bay, New Guinea..
USS BOWERS (DE-637) - Anchored in Humboldt Bay, New Guinea.
USS WILLMARTH (DE-638) - Anchored in Humboldt Bay, New Guinea.

1 December 1944 (Zone Time -9)

At 1025, Escort Division 40, less the FOREMAN, got underway for Seeadler Harbor, Manus Island, in accordance with CNB Manus dispatch 300944 of November 1944. ComCortDiv 40 in the WITTER was OTC.

1200
02-30 (S)
141-02 (E)

2000
02-17 (S)
143-06 (E)

2 December

At 1500, anchored in Seeadler Harbor, Manus Island, ComCortDiv 40 reported to CNB Manus, Commodore J. E. Boak, USN, for duty.

0800
01-54 (S)
145-54 (E)

1200
01-48 (S)
146-54 (E)

3 December

At 1400 the FOREMAN arrived in Seeadler Harbor, Manus Island, and reported to ComCortDiv 40. This was the first time the whole Division had ever been together.

4 December

Escort Division 40 got underway for AA practice in the morning.
At 0930, commenced AA exercises with planes from Utility Squadron Two making Baker, George, Tare, and Uncle runs.
At 1110, completed exercises and proceeded to anchorage.
At 1317, anchored in Seeadler Harbor, Manus Island.

6 December

At 1400, pursuant to BuPers dispatch 281640 of November 1944, Commander F. W. HAWES, USN, relieved Commander C.A. THORWALL, USNR, as Commander Escort Division FORTY, aboard the USS WITTER (DE-636).

At 1430, ComCortDiv 40 shifted his pennant to the USS ENGLAND (DE-635).

7 December

During the day, ComCortDiv 40 arranged training and availability schedules with the Operations Officer and the Convoy & Routing Officer, CNB, Manus, for the ships of the Division.

In the evening, held a conference of Commanding Officers and Executive Officers and acquainted them with expectations regarding shipboard maintenance, combat efficiency, and sea manners.

9 December

At 1400, in accordance with orders of CNB, Manus, the ENGLAND, ComCortDiv 40 aboard, got underway and stood out of the harbor.

At 1600, took station ahead of the USS GENERAL C. G. MORTON (APA-138) to escort her to Guadalcanal via Vitiaz Straits. The Commanding Officer of the GENERAL MORTON was OTC. The GENERAL MORTON zig-zagged during daylight. The ENGLAND patrolled station. SOA was 16 knots.

2000
01-50 (S)
147-26 (E)

10 December

0800
05-56 (S)
147-42 (E)

1200
06-40.3 (S)
148-20.5 (E)

2000
07-18 (S)
150-28 (E)

11 December

At 0100, set all clocks ahead one hour to zone time -10 (King).

0800
08-12.5 (S)
153-37 (E)

1200
08-36.8 (S)
154-41.3 (E)

2000
08-57 (S)
157-05 (E)

12 December (-10).

At 0100, set all clocks ahead one hour to zone time -11 (Love).

At 0833, the ENGLAND arrived at Lunga Point, Guadalcanal, and was detached from duty as escort. Proceeded to Tulagi, Florida Island, for fuel and provisions.

At 1820, got under way from Tulagi and proceeded to Treasury Island, ComCortDiv 40 having obtained permission from CNB, Manus, to stop over at Tulagi and Treasury for a maximum of 24 hours, in order to obtain 3"/50 cal. and 7".2 projector Mk. 10 ammunition. The ENGLAND obtained 1000 rounds of VT 3"/50 cal. ammunition at Tulagi, and projector ammunition and Mark 15 torpedo spare parts at Treasury.

0800
09-17.9 (S)
159-52.4 (E)

1200
Tulagi Harbor,
Florida Island.

2000
09-12 (S)
159-48 (E)

13 December (-11)

At 1300, arrived at Blanche Harbor, Treasury Island.

At 1900, after loading aboard projector ammunition, got underway, and proceeded singly to Seeadler Harbor, Manus Island.

13 December (-11) Cont'd.

0800
08-27 (S)
156-30 (E)

1200
Entering Blanche
Harbor, Treasury I.

2000
07-22.7 (S)
155-20.4 (E)

14 December

At 0200, set all clocks back one hour to zone time -10 (King).

0800
07-00.5 (S)
151-56 (E)

1200
07-40 (S)
150-38 (E)

2000
06-40 (S)
148-26 (E)

15 December (-10)

At 0930, set all clocks back one hour to zone time -9 (Item).
At 1600, arrived Seeadler Harbor and anchored in assigned berth.

0800
03-58 (S)
147-12.5 (E)

1200
01-52 (S)
147-23 (E)

2000
Anchored in Seeadler
Harbor, Manus Island.

16 December (-9)

At 1300, the ENGLAND got underway to go alongside the USS PIEDMONT (AD-17) for five days availability. During this availability, two 20MM Mounts were installed on the ENGLAND's fantail.

20 December

At 1420, the ENGLAND got underway from alongside the PIEDMONT and anchored nearby, in Seeadler Harbor, Manus Island.

At 1450, ComCortDiv 40 shifted his pennant to the USS FOREMAN, anchored in Seeadler Harbor.

21 December

At 1500, set all clocks ahead one hour to zone time -10 (King). (All ships present changed time).

26 December (-10)

Escort Division 40, less the BOWERS, ENGLAND, and WITTER, got underway for the exercise area in company with Escort Division 76, and conducted AA practice. ComCortDiv 76 in the USS BRAZIER (DE-345) was OTC. Upon completion of AA Exercises, the FOREMAN, conducted tactical exercises in company with the WHITEHURST and WILLMARTH. ComCortDiv 40 in the FOREMAN was OTC.

At 1230, designated the WHITEHURST to execute orders of CNB Manus to proceed at best speed to Lat. 01-50 (S), Long. 146-10 (E) and pick up downed aviator. The FOREMAN and WILLMARTH proceeded to anchorage.

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
JANUARY 1945.

Filmed
150945

RECORDED *BWM*

Escort Division FORTY.
USS FOREMAN (DE-633), Flagship.

Operating under the operational control of CNB, Manus, and the administrative control of Commander Destroyers, Pacific Fleet.

Locations of ships in Escort Division 40 on the morning of 1 January 1945 were as follows:

USS FOREMAN (DE-633) - Enroute Hollandia, New Guinea, to Manus Island.
USS WHITEHURST (DE-634) - Anchored in Seeadler Harbor, Manus Island.
USS ENGLAND (DE-635) - Anchored in Seeadler Harbor, Manus Island.
USS WITTER (DE-636) - Anchored in Seeadler Harbor, Manus Island.
USS BOWERS (DE-637) - Anchored in Seeadler Harbor, Manus Island.
USS WILLMARTH (DE-638) - Enroute Manus Island to Ulithi, escorting the
USS CAMEL (IX-113).

1 January 1945 (Zone Time -10).

ComCortDiv 40 aboard the USS FOREMAN (DE-633) enroute Hollandia, New Guinea, to Manus Island, in accordance with CNB Manus Movement Order 352-44 dated 27 December 1944.

0800
02-07.8 (S)
143-00 (E)

1200
02-02 (S)
143-59 (E)

2000
01-42.5 (S)
146-01 (E)

2 January

At 0145, the FOREMAN arrived at Manus Island and anchored in Seeadler Harbor, remaining thus anchored until 7 January 1945.

7 January

At 0630, the FOREMAN got underway as escort for the USS CANBERRA (CA-70) during the latter's sea trials, in accordance with orders of CNB Manus.

At 1200, returned to Seeadler Harbor and anchored.

At 1900, moored alongside the USS PIEDMONT (AD-17) for five days availability commencing 8 January.

0800
01-56 (S)
147-18 (E)

8 January

At 0800, the FOREMAN commenced five days availability alongside the PIEDMONT in accordance with authority from CNB, Manus, and RepComServRONTEN. During this availability, ~~two~~ 20MM Mounts were installed on the FOREMAN's fantail.

13 January

The FOREMAN completed her availability and departed from alongside the PIEDMONT, fueled, and anchored awaiting assignment.

14 January

At 0545, ComCortDiv 40 hauled down his pennant and hoisted it in the USS WITTER (DE-636) upon the latter's arrival in port later in the morning. The FOREMAN departed as escort for the USS WRIGHT (AG-79) enroute Hollandia, Dutch New Guinea.

17 January

At 0650, the WITTER and the BOWERS got underway enroute to Exercise Area "Able" for ASW exercises, in accordance with verbal orders of CCD-40.

At 0720, the USS S-45, training sub, developed engineering trouble and was ordered by ComCortDiv 40 to return to anchorage.

At 0722, ComCortDiv 40 cancelled ASW exercise, and conducted Tactical Maneuvers.

At 1042, completed Tactical Maneuvers and returned to harbor.

0800
01-52 (S)
147-21 (E)

1200
02-01 (S)
147-17 (E)

18 January

At 1655, the WITTER got underway enroute to Ulithi Island, in accordance with CNB Manus Movement Order 113-45 dated 17 January 1945, as escort for the USS CEBU (ARG-6), formation guide; the USS VOLANS (AKS-9); and the USS CHESTNUT (AN-11). The Convoy Commodore, Captain G. W. STOTT, USN, in the CEBU, was OTC. ComCortDiv 40 in the WITTER was Escort Commander. Convoy was in triangular formation, CHESTNUT trailing, with 1000 yards between ships. SOA 10 knots. At 1845, the WITTER held Night Illumination and Machine Gun Target Practice. Ammunition expended: 4 rounds of 3"/50 cal. Illumination; 1 round of 3"/50 cal. short; 1 round of 3"/50 AA; 472 rounds of 20MM.

2000
01-40 (S)
147-12 (E)

19 January.

At 1844, the WITTER held Night Illumination Practice. Ammunition expended: 5 rounds of 3"/50 cal. Illumination.

0800
00-12 (S)
145-51 (E)

1200
00-15 (N)
145-25 (E)

2000
01-16 (N)
144-24 (E)

20 January

At 1845, the WITTER held Night Illumination and Machine Gun Target Practice. Ammunition expended: 4 rounds of 3"/50 cal. Illumination; 1 round of 3"/50 cal. AA; 240 rounds of 20MM.

0800
02-57 (N)
143-13 (E)

1200
03-19 (N)
143-04 (E)

2000
04-21 (N)
142-16 (E)

21 January

At 1259, the WITTER left her station in the screen to investigate an object 7000 yards on the starboard bow of the formation, object was identified as a pontoon and sunk. Ammunition expended: 10 rounds of 3"/50 cal. AA; 93 rounds of 1 1/2"/75 cal.; 434 rounds of 20MM.

At 1351, the WITTER resumed her station in the screen.

0800
06-02 (N)
141-22 (E)

1200
06-34 (N)
140-58 (E)

2000
07-46 (N)
139-55 (E)

22 January

At 0831, the convoy arrived at Ulithi Anchorage, Ulithi Islands, the WITTER patrolling to seaward.

At 1150, the WITTER anchored in Ulithi Anchorage.

0800
08-43 (N)
139-43 (E)

23 January

At 1120, the WITTER got underway enroute to Seeadler Harbor, Manus Island, in accordance with CTU 94.6.2 Operation Order 55-45 of 23 January 1945. SOA 16 knots.

1200
09-58 (N)
139-43 (E)

2000
08-16 (N)
140-38 (E)

24 January

At 0554, the WITTER exercised at Embarrassing D/C Attack Drill. Expended 1 Mk. 6, Mod. 1 D/C; 1 Mk. Arbor; 1 impulse charge; 1 round of 3"/50 cal. AA; 60 rounds of 20MM.

0800
05-30 (N)
142-39 (E)

1200
04-25 (N)
143-09 (E)

2000
03-50 (N)
144-16 (E)

25 January

At 1223, the WITTER changed speed to 18 knots.

At 1828, anchored in Seeadler Harbor, Manus Island.

0800
00-18 (N)
146-37 (E)

1200
00-42 (E)
147-55 (E)

28 January

At 0655, the WITTER got underway, enroute to Exercise Area "Zebra", for ASW exercises in accordance with ComCortDiv 40 visual dispatch 270724 of January 1945.

28 January (Cont'd).

Steamed in company with the USS S-44, formation guide, and the BOWERS. ComCortDiv 40 in the WITTER was OTC.

At 0942, commenced ASW runs.

At 1105, commenced coordinated ASW attacks with the BOWERS and the WITTER alternating as control ship.

At 1356, completed ASW runs and proceeded to harbor entrance.

At 1521, anchored in Seeadler Harbor, Manus Island.

0800
01-53 (S)
147-16 (E)

1200
01-45 (S)
147-13 (E)

29 January

At 2110, CNB, Manus, sounded the Air Raid Alert signal. The WITTER went to general quarters.

At 2118, CNB, Manus, sounded All Clear Signal. The WITTER secured from general quarters and set Port Watch.

30 January

At 0649, the WITTER got underway enroute to Berth 333 for drydocking in accordance with RepNaval Repair Force Manus visual dispatch 290115 of January 1945.

At 0809, the WITTER drydocked in ABSD-4 for sonar repairs and routine docking, with five days availability, in accordance with CNB Manus dispatch 290746 of January 1945.

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

C-O-N-F-I-D-E-N-T-I-A-L

COMMANDER ESCORT DIVISION FORTY

WAR DIARY

FOR

FEBRUARY 1945

Filed
150945

RECORDED

[Signature]

Escort Division FORTY.
USS WITTER (DE-636), Flagship.

Operating under the operational control of CNB Manus and the administrative control of Commander Destroyers, Pacific Fleet.

Locations of ships in Escort Division 40 on the morning of 1 February 1945 were as follows:

USS FOREMAN (DE-633) - Enroute Eniwetok to Manus Island.
USS WHITEHURST (DE-634) - Enroute Ulithi to Manus Island, escorting the
USS LAS VEGAS VICTORY (AK-229).
USS ENGLAND (DE-635) - Anchored in Seeadler Harbor, Manus Island.
USS WITTER (DE-636) - Drydocked in ABSD-4, Seeadler Harbor, Manus Island,
for sonar repairs and routine docking.
USS BOWERS (DE-637) - Enroute Manus Island to Ulithi, escorting the
USS GRUMIUM (IX-174) and the USS ROSEWOOD (AN-31).
USS WILLMARTH (DE-638) - Enroute Manus Island to Ulithi, escorting the
USS NESHANIC (AO-71).

1 February 1945 (Zone-10)

ComCortDiv 40 aboard the USS WITTER (DE-636), drydocked in the ABSD-4 for sonar repairs and routine docking, with five days availability in accordance with CNB Manus dispatch 290746 of January 1945.

2 February

At 0714, the WITTER got underway and proceeded out of the ABSD-4 in tow of the ABSD-4 motor launch #2.

At 0835, anchored in Seeadler Harbor, Manus Island.

5 February

At 0810, Commander Forest TUCKER, USN, Operations Officer, and Lieutenant R. M. TAUBE, USNR, Convoy & Routing Officer, Naval Base, Manus Island, came on board the WITTER for an official inspection.

At 0844, the WITTER got underway to rendezvous with HMS SWIFTSURE in accordance with CNB Manus verbal orders of 3 February 1945.

At 0925, the WITTER rendezvoused with the SWIFTSURE.

At 1014, the WITTER recovered one torpedo fired by the SWIFTSURE in practice run. In accordance with verbal orders of ComCortDiv 40, the WITTER conducted casualty exercises.

At 1039, exercised at depth charge drill. Ammunition expended: one D/C Mk 6 Mod 1 and 1 Mk 7 arbor.

At 1130, secured from all drills.

At 1245, anchored in Seeadler Harbor, Manus Island.

At 1300, Commander TUCKER and Lieutenant TAUBE left the ship.

At 1611, the WITTER got underway in accordance with CNB Manus Movement Order 340-45 of 5 February 1945, as escort for the USS KITKUN BAY (CVE-71), formation guide; and the USS SALAMAUA (CVE96). Captain A.L. HANDLEY, USN, in the KITKUN BAY, was OTC. SOA was 12 knots.

1200
01-57 (S)
147-20 (E)

2000
01-21 (S)
147-27 (E)

6 February

0800
00-27 (S)
149-38 (E)

1200
00-14 (S)
150-29 (E)

2000
00-06 (N)
152-04 (E)

7 February

At 0200, set all ship's clocks ahead one hour to Zone Time -11 (Love).

0800
00-34 (N)
154-11 (E)

1200
00-42 (N)
154-56 (E)

2000
01-03 (N)
156-29 (E)

8 February (-11)

At 0850, the WITTER conducted Illumination Practice and Machine Gun Target Practice with the KITKUN BAY and the SALAMAUA. Ammunition expended: 4 rounds of 3"/50 cal. Illumination, and 4 rounds of 3"/50 cal. AA.

0800
01-32 (N)
158-33 (E)

1200
01-42 (N)
159-09 (E)

2000
02-03 (N)
160-48 (E)

9 February

0800
02-33 (N)
163-02 (E)

1200
02-45 (N)
163-48 (E)

2000
03-06 (N)
165-15 (E)

10 February

At 0900, the WITTER conducted Illumination and Machine Gun Target Practice with the KITKUN BAY and the SALAMAUA. Ammunition expended: 8 rounds of 3"/50 cal. Illumination and 1 short round of 3"/50 cal.

At 1035, the USS VAMMEN (DE-644) relieved the WITTER as escort.

At 1056, the WITTER set course for Majuro Atoll, Marshall Islands, in accordance with CNB, Manus Movement Order 340-45 of 5 February 1945. SOA was 15 knots.

0800
04-02 (N)
167-17 (E)

1200
04-12 (N)
168-13 (E)

2000
04-48 (N)
170-03 (E)

11 February

At 0000, set all ships clocks ahead one hour to Zone Time -12 (Mike).

At 1038, anchored in Majuro Atoll, Marshall Islands.

0800
07-06 (N)
169-59 (E)

13 February (-12).

In company with the Military Government Authorities, CCD-40 and the Commanding Officer of the WITTER visited the native village on MAJURO Island.

14 February

At 1650, the WITTER got underway to rendezvous with the USS POCOMOKE (AV-9) in accordance with PD Majuro orders of 14 February 1945. SOA was 15 knots.

2000
07-01 (N)
170-57 (E)

15 February

At 1700, the POCOMOKE (AV-9) was not at rendezvous point, and the WITTER proceeded eastward along route "Walter" endeavoring to contact her.

0800
04-12 (N)
170-44 (E)

1200
04-12 (N)
171-16 (E)

2000
04-31 (N)
173-08 (E)

16 February

At 0000, the WITTER reversed course, having covered all possible positions of the POCOMOKE assuming her SOA to be 12.7 to 15.5 knots. Requested further instructions from ComMarGil by dispatch.

At 1900, set all ship's clocks back one hour to Zone Time -11 (Love).

At 2009, abandoned search for the POCOMOKE and set course for Seeadler Harbor, in accordance with PD Eniwetok dispatch 160449 of February 1945 (Subsequent conference with the POCOMOKE's Navigator disclosed her SOA had been 18 knots although her sailing orders called for 14 or 15 knots).

0800
04-26 (N)
171-23 (E)

1200
03-53 (N)
169-57 (E)

2000
03-10 (N)
166-49 (E)

17 February

0800
02-36 (N)
163-42 (E)

1200
02-17 (N)
162-35 (E)

2000
01-47 (N)
160-20 (E)

18 February

0800
01-06 (N)
157-10 (E)

1200
00-48 (N)
156-00 (E)

2000
00-11 (N)
154-11 (E)

19 February

At 1600, set all ship's clocks back one hour to Zone Time -10 (King).

0800
00-33 (S)
151-30 (E)

1200
00-41 (S)
150-27 (E)

2000
01-06 (S)
148-31 (E)

20 February (-10).

At 0616, arrived Manus Island and anchored in Seeadler Harbor.

21 February

At 0745, the WITTER got underway enroute to Humboldt Bay, New Guinea, as escort for the S.S. SEA SCAMP, in accordance with CNB, Manus Movement Order 493-45 of 20 February 1945. ComCortDiv 40 in the WITTER was OTC. SOA was 16 knots.

At 1045, commenced AA exercises with plane from Fleet Training Command, SEVENTH Fleet, in accordance with verbal orders of CNB Manus. Plane made "Baker" and "Uncle" runs in accordance with ComDesPac Destroyer Gunnery Exercise Procedures.

At 1130, ceased firing runs. Ammunition expended: 278 rounds of 20MM; 200 rounds of 140/75 cal. AA; and 6 rounds of 3"/50 cal. AA.

At 1134, commenced tracking exercises with plane making dive-bombing and strafing runs.

At 1216, completed AA exercises.

At 1901, held Night Illumination Exercises. Ammunition expended: 4 rounds of 3"/50 cal. Illumination.

0800
02-01 (S)
147-18 (E)

1200
01-39 (S)
146-37 (E)

2000
01-59 (S)
144-24 (E)

22 February

At 0919, arrived in Humboldt Bay, New Guinea, and anchored.

At 1210, got underway, enroute to Seeadler Harbor, Manus Island, in accordance with CNB, Manus Movement Order 493-45 of 20 February 1945. SOA was 16 knots.

0800
02-28 (S)
141-07 (E)

1200
Anchored in
Humboldt Bay.

2000
02-18 (S)
142-54 (E)

23 February

At 1220, arrived at Manus Island, and anchored in Seeadler Harbor.

0800
01-50 (S)
146-17 (E)

1200
01-55 (S)
147-17 (E)

24 February

At 0920, the USS FOREMAN (DE-633) arrived at Seeadler Harbor from Ulithi, and anchored.

27 February

At 1100, ComCortDiv 40 shifted pennant to the FOREMAN.

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY.

WAR DIARY

FOR

MARCH 1945.

Filed
150945

RECORDED

6770

Escort Division FORTY.
USS FOREMAN (DE-633), Flagship.

Operating under the operational control of CNB Manus and the administrative control of Commander Destroyers, Pacific Fleet.

Locations of ships in Escort Division 40 on the morning of 1 March 1945 were as follows:

- ✓ USS FOREMAN (DE-633) - Anchored in Seeadler Harbor, Manus Island.
- ✓ USS WHITEHURST (DE-634) - Morred to Hamilton Dolphin Dock, Brisbane, Australia, completing a 5-day period of recreational leave for her Officers and crew.
- ✓ USS ENGLAND (DE-635) - Anchored in Ulithi Anchorage, Ulithi Atoll.
- ✓ USS WITTER (DE-636) - Enroute Manus Island to Ulithi, escorting the S.S. WALTER WILLIAMS.
- ✓ USS BOWERS (DE-637) - Enroute Majuro Atoll to Manus Island, escorting the SS ELK HILLS.
- ✓ USS WILLMARTH (DE-638) - Enroute Manus Island to Palau, escorting the USS SERRANO (ATF-112) and tow (AFD-29)

1 March 1945 (Zone Time -10).

ComCortDiv 40 in the FOREMAN, anchored in Seeadler Harbor, Manus Island.

3 March

At 0750, the FOREMAN (with CCD-40 aboard) and the ENGLAND got underway enroute to Ulithi Islands in accordance with CNB, Manus, Movement Order No. 583-45 dated 2 March 1945. While underway the FOREMAN and ENGLAND conducted Star Shell Drills and Casualty Power Exercises.

1200
01-07 (S)
143-00 (E)

2000
00-14.5 (N)
145-20.9 (E)

4 March

Exercised at Fire and Rescue during the morning alert, the ENGLAND sending her boat and Rescue Party to the FOREMAN.

0800
02-05 (N)
143-15.5 (E)

1200
03-35 (N)
142-37 (E)

2000
05-17 (N)
141-45 (E)

5 March

At 1730, the FOREMAN arrived at Ulithi, fueled, and remained alongside the tanker in the Southern Anchorage overnight. After arrival, reported for duty to CTF 94 (by dispatch).

0800
07-42 (N)
140-23 (E)

1200
08-32 (N)
140-04.5 (E)

6 March

At 0929, the FOREMAN proceeded to the Northern Anchorage where this command prepared to relieve ComCortDiv 65 in the USS STRAUS (DE-408) as CTU 94.6.2 in accordance with a CinCPac Adv. Headquarters dispatch dated 22 February 1945.

At 1350, the FOREMAN moored alongside the STRAUS to effect the relieving of the STRAUS as station ship. Just before the relief of ComCortDiv 65 had been actually effected, received orders from CTF 94 to proceed to Kossol Roads and relieve CTU 94.6.1 at that station.

8 March

At 0730, the FOREMAN got underway enroute to Kossol Passage, Palau Islands, escorting the USS OZARK (LSV-2), in accordance with CTU 94.6.2 OpOrders 176-45 and PD Ulithi routing instructions of 7 March 1945.

<u>1200</u>	<u>2000</u>
09-59 (N)	08-51 (N)
139-44.7 (E)	138-37 (E)

9 March

At 1440, the FOREMAN arrived at Kossol Passage and this command reported to and relieved ComDesRon 12 (in the USS WOODWORTH (DD-460)) as CTU 94.6.1 and SOPA, Kossol Passage. The FOREMAN assumed the duties of station ship for CTU 94.6.1.

<u>0800</u>	<u>1200</u>
07-51 (N)	07-49 (N)
135-58 (E)	135-16.8 (E)

13 March

In accordance with verbal orders of CCD-40, the FOREMAN got underway and proceeded to Pelelieu Island, Palau Islands, returning to Kossol Passage the same day. While at Pelelieu, CCD-40 called on CTF 95 (ComVesCarSubCom) (Rear Admiral E. BUCKMASTER, USN).

<u>0800</u>	<u>1200</u>	<u>2000</u>
07-38 (N)	06-58.5 (N)	06-57.2 (N)
134-52.5 (E)	134-12.2 (E)	134-17 (E)

19 March

At 0920, the Commanding Officer, USS LARDNER (DE-487) relieved this command as CTU 94.6.1. and SOPA Kossol.

At 1000, this command, in the FOREMAN, departed Kossol Passage enroute to Ulithi to report for duty to CTF 54 in accordance with CTF 51 orders of 18 March. (Escort Division 40 had been detached from TG 94.6 and attached to TF 51 by CinCPac advHQ. dispatch dated 14 March 1945).

<u>1200</u>	<u>2000</u>
07-50.5 (N)	07-56.8 (N)
134-59.5 (E)	137-20.3 (E)

20 March

At 0845, arrived at Ulithi. This command reported to CTF 54 (ComBatRonONE) in the USS TENNESSEE (BB43) for duty. This command spent the remainder of the day collecting operation orders and instructions and disseminating pertinent parts to the various ships of the Division present (please refer to Commander Escort Division 40 General Action Report, "Assault on Okinawa, 20 March 1945 through 27 May 1945", CCD-40/A16-3, Parts II & III, Serial No. 019, dated 7 June 1945, which cover this command's activities).

At 1916, the BOWERS ran aground while proceeding to the Southern anchorage, Ulithi, and was unable to sail.

21 March

At 0700, Escort Division 40, less the BOWERS (awaiting drydocking for repairs to propellers) and the ENGLAND, and the WHITEHURST (both to escort the NEW YORK later), sortied out through Mugai Channel, Ulithi, as part of the screen of TF 54, Gunfire and Covering Force. CTF 54 was Rear Admiral M.L. DEYO, USN, ComBatRonONE, in the USS TENNESSEE (BB43).

<u>1200</u>	<u>2000</u>
10-30 (N)	11-53.2 (N)
139-30.5 (E)	138-22.5 (E)

22 March

At 1400, set all clocks back one hour to -9 Item time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
14-15 (N)	15-05.2 (N)	17-01 (N)
136-40 (E)	136-01 (E)	134-52.5 (E)

23 March (Zone Time -9).

<u>0800</u>	<u>1200</u>	<u>2000</u>
19-36 (N)	20-22 (N)	21-30.5 (N)
133-20 (E)	133-20 (E)	132-38 (E)

24 March

<u>0800</u>	<u>1200</u>	<u>2000</u>
23-19 (N)	23-50 (N)	24-59 (N)
130-07 (E)	129-53 (E)	128-58 (E)

25 March

At dawn, TF 54 arrived in the waters immediately south of Okinawa Gunto and commenced the execution of CTF 52 OpPlan A106-45, most of the day being spent in fueling.

At 1200, the FOREMAN fueled from the USS NEW MEXICO.

At 1730, executed ComBatRonONE's Night Retirement Plan 1-45.

<u>0800</u>	<u>1200</u>	<u>2000</u>
25-29.9 (N)	25-28.5 (N)	25-43.5 (N)
127-36.5 (E)	126-36 (E)	126-32.5 (E)

26 March

At 0230, the FOREMAN, in company with the USS NEWCOMBE (DD-586), was ordered to screen the INDIANAPOLIS. This unit was designated as the Tonachi Fire Support Unit, in accordance with CTF 52 orders of 25 March 1945.

At 0614, observed anti-aircraft action in the immediate vicinity. Observed several enemy planes shot down and one plane crash into the stern of the USS KIMBERLY (DD-521).

At 0746, the FOREMAN investigated a submarine contact reported by INDIANAPOLIS observation planes. A full pattern of 13 Mk. VI D/C was dropped at shallow setting when attempts to ram the "sub" were frustrated, but the contact was identified as two large blackfish during the attack. The FOREMAN resumed screening duty.

At 1715, commenced executing night retirement plan. ComBatRon-ONE (CTU 54.3.2) in the TENNESSEE was OTC.

0800
26-23 (N)
127-10 (E)

1200
26-18.8 (N)
127-17 (E)

2000
26-59 (N)
127-13.5 (E)

27 March

During the early morning, the WHITEHURST and the ENGLAND arrived in the OKINAWA Area.

At 0341, a JILL launched a torpedo 500 yards on the quarter of the ENGLAND. This torpedo missed and exploded in the wake of an adjacent ship.

At 0551, the FOREMAN and WITTER were ordered to screen the INDIANAPOLIS (Tonachi F.S.U.).

At 0623, three enemy planes attacked this unit and were shot down (please refer to CCD-40 Serial 011 dated 23 April 1945).

At 1522, the FOREMAN and WITTER were temporarily detached and proceeded to KERAMA RETTO for fueling, in accordance with CTF 52 orders of 26 March. Unable to obtain fuel, ships reported back to ComBatRon-ONE and were ordered to report to CTF 52 for night retirement.

The ENGLAND and the WHITEHURST sailed for ULITHI to rendezvous with the USS MOBILE.

0800
26-21.7 (N)
127-14.3 (E)

1200
26-24.5 (N)
127-14.8 (E)

2000
26-02.2 (N)
127-11.2 (E)

28 March

At 0600, the FOREMAN and WITTER proceeded to KERAMA RETTO and fueled.

At 1020, in accordance with orders of CTF 52, this command reported both ships ready for duty to CTU 54.1.5 (F.S.U. No. 5) and was ordered to TU 54.3.4 (F.S.U. No. 4) for duty.

At 1425, while screening F.S.U. No. 4, consisting of the IDAHO, WEST VIRGINIA, BILOXI, and NEW YORK, the FOREMAN rescued the pilot of a BILOXI plane, and sank the plane on orders of the BILOXI. Ammunition expended: 212 rounds of 20mm and 300 rounds of .45 cal.

Considerable anti-aircraft action developed in the afternoon and evening.

0800
26-13 (N)
127-15 (E)

1200
26-18 (N)
127-30 (E)

2000
26-49.5 (N)
127-19.1 (E)

29 March

At 0400, heavy anti-aircraft activity developed and four enemy planes were observed to crash within the formation.

At 0700, the FOREMAN was detached from N.R.U. No. 2 and commenced screening the SALT LAKE CITY enroute to HAGUSHI BEACH, OKINAWA JIMA. Took screening Station W-9 of Annex I, CTF 52 OpPlan A106-45, on arrival until 1220, when the FOREMAN joined the USS CASSIN YOUNG (DD-793) and the USS NEWCOMBE (DD-586) as screen for the SALT LAKE CITY while she was bombarding IE SHIMA.

At 1800, commenced executing night retirement plan.

0800
26-28.7 (N)
127-36.6 (E)

1200
26-26.2 (N)
127-40.8 (E)

2000
26-43.2 (N)
127-45.3 (E)

30 March

At 0625, the FOREMAN was detached from N.R.U. No. 2 and proceeded to KERAMA RETTO for fueling.

At 1020, completed fueling and got underway as escort for the USS BIRMINGHAM (CL-62) to HAGUSHI.

At 1530, took screening station W-5.

At 1800, commenced executing night retirement plan.

0800
26-15.7 (N)
127-21.7 (E)

1200
26-09.6 (N)
127-19 (E)

2000
26-48.3 (N)
127-23.5 (E)

31 March

At 0600, enemy planes were observed over the formation.

At 0630, the FOREMAN was detached from N.R.U. No. 2 and took screening station W-7.

At 0700, enemy bombers were observed. The INDIANAPOLIS was seen to take a bomb hit and/ or a possible suicide dive on the fantail.

At 1720, considerable anti-aircraft activity developed.

At 1750, commenced executing night retirement plan.

0800
26-29.7 (N)
127-32 (E)

1200
26-28 (N)
127-37 (E)

2000
26-50.6 (N)
127-27.5 (E)

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
APRIL 1945.

Filed
150945

RECORDED *cam*

Escort Division FORTY.
USS FOREMAN (DE-633), Flagship.

Operating under the operational control of CTF 54 and the administrative control of Commander Destroyers, Pacific Fleet.

Locations of ships in Escort Division FORTY on the morning of 1 April 1945 were as follows:

USS FOREMAN (DE-633) - Operating as part of T.U. 54.3.2 off OKINAWA GUNTO.
USS WHITEHURST (DE-634) - Enroute ULITHI to KERAMA RETTO, NANSEI SHOTO, as a unit of the A/S screen for the USS MOBILE (CL-63) and the USS OAKLAND (CL-95).
USS ENGLAND (DE-635) - In company with the USS WHITEHURST.
USS WITTER (DE-636) - Operating as part of T.U. 54.3.2 off OKINAWA GUNTO.
USS BOWERS (DE-637) - Enroute ULITHI to KERAMA RETTO, NANSEI SHOTO, escorting the USS HENDERSON VICTORY (AK-230).
USS WILLMARTH (DE-638) - Operating as part of T.U. 54.1.6 off OKINAWA GUNTO.

Attention is invited to CCD-40 General Action Report, Assault on OKINAWA, 20 March through 27 May 1945 - Serial 019 dated 7 June 1945.

1 April 1945 (-9 Zone Time)

At 0424, the FOREMAN opened fire on an unidentified bomber, with no observed results. Ammunition expended: 90 rounds of 1.1"/75 cal. and 94 rounds of 20mm.

At 0545, N.R.U. No. 2 was dissolved and the FOREMAN took station in the screen of F.S.U. No. 3, proceeding to HAGUSHI BEACH.

At 0600, Vice Admiral TURNER, USN, Commander Joint Expeditionary Force, FIFTH Fleet, (CTF 51), relieved Commander Amphibious Support Force (CTF 52) for the commencement of Landing Operation on OKINAWA JIMA. Ships of Escort Division 40 present were assigned to the Transport Screen (TG 51.5).

At 1400, the FOREMAN took screening station A-16 (described in Annex K of CTF 51 OpPlan A1-45).

At 1940, took screening station A-26, in accordance with orders of CTG 51.5. During the day, the BOWERS arrived in the OKINAWA Area.

0800
26-17.6 (N)
127-41 (E)

1200
26-16.8 (N)
127-37.9 (E)

2000
26-21.9 (N)
127-35.7 (E)

2 April

During the day there were several enemy air raids.

0800
26-13.6 (N)
127-10.9 (E)

1200
26-13.7 (N)
127-11.2 (E)

2000
26-12.2 (N)
127-11.4 (E)

3 April

At 0120, the FOREMAN, while patrolling screening station A-26, was hit by a bomb from a VAL. The bomb hit the starboard light lock about frame 59, passed through the starboard side of Boiler #1, thence through the bottom of the ship forward of the Forward Engine Room, and exploded under the ship. Lighting and auxiliary power were

3 April (Cont'd)

lost for 14 minutes and all main propulsion power was lost for 39 minutes. Four men were injured, none seriously. (See COD-40 Serial 014 dated 9 May 1945).

At 0840, the FOREMAN proceeded into the anchorage of KERAMA RETTO, and moored alongside the USS OCEANUS (ARB-27) for emergency battle damage repairs.

During the day, the WHITEHURST and the ENGLAND returned to the OKINAWA Area.

At 2030, the ENGLAND was attacked by an unidentified plane. Fire was opened on the radar bearing and the plane turned away.

5 April

At 1200, ComCortDiv 40 shifted his pennant to the WITTER, moored alongside the OCEANUS, as the FOREMAN was no longer suitable for use as a flagship.

At 1556, the WITTER got underway enroute to the transport area for further orders.

At 1808, the WITTER proceeded to a patrol sector off ZAMPA MISAKI, OKINAWA JIMA, in accordance with SOPA KERAMA RETTO (CTG 51.15) verbal orders.

At 1845, patrolling 6 miles west of ZAMPA MISAKI, speed 10.5 knots.

0800
KERAMA RETTO

1200
26-13 (N)
127-19 (E)

2000
26-30 (N)
127-35 (E)

6 April

At 0555, the WITTER ceased patrolling and proceeded to rendezvous with the USS NIOBRARA (AO-72) in accordance with CTG 51.5 verbal orders to screen her during fueling operations off HAGUSHI.

At 0711, joined the NIOBRARA. ComCortDiv 40 was OTC. SOA was 6 knots.

At 0900, the ENGLAND left OKINAWA as one of the escorts of a convoy bound for SAIPAN.

At 1241, the WITTER was detached and proceeded towards a patrol sector southeast of OKINAWA, in accordance with CTG 51.5 verbal orders.

At 1534, the WILLMARTH (DE-638) while enroute to KERAMA RETTO from her patrolling station A-27, shot down one VAL.

At 1618, the WITTER was attacked by 2 VALS, one of which was shot down; the other, though hit often, crashed the starboard side of the WITTER at frame 57, resulting in flooding of the forward fire room, I.C. room, and adjacent spaces. 6 men were killed, and 6 men and one Officer were injured - none seriously. This command considers the damage control and other measures effected by the personnel of the WITTER to have been outstanding and has recommended recognition thereof by suitable awards. (See COD-40 Serials 017 and 018, both dated 27 May 1945).

At 1709, the WILLMARTH went alongside the LST-447, which had been hit by a suicide plane, and assisted in rescuing personnel and fighting fires. 15 survivors were picked up. The WILLMARTH had two small holes punched in a fuel tank while maneuvering to go alongside the LST-447.

At 2134, the WITTER entered KERAMA RETTO and was towed to berth by the USS ARIKARA (ATF-98).

Throughout the day considerable anti-aircraft activity developed.

0800
26-24 (N)
127-35 (E)

1200
26-26 (N)
127-38 (E)

2000
26-02 (N)
127-41 (E)

7 April

At 0547, the WITTER opened fire on an unidentified plane which later retired to the southwest. Ammunition expended: 32 rounds of 3"/50 cal. AA; 651 rounds of 20 mm; 16 rounds of 1.1/75 cal.

At 0601, the BOWERS shot down a KATE.

At 0800, the WITTER reported to SOPA KERAMA RETTO (CTG 51.15) for repairs.

At 1330, ComCortDiv 40 shifted his pennant to the WILLMARTH, which had moored alongside to provide breakfast and lunch for the WITTER's personnel.

At 1728, the WILLMARTH proceeded to screening station A-60.

2000
26-21 (N)
127-30 (E)

8 April

At 0850, the WILLMARTH shifted to screening station C-28.

0800
26-28 (N)
127-39 (E)

1200
26-27 (N)
127-41 (E)

2000
26-25 (N)
127-40 (E)

9 April

At 1205, the FOREMAN departed KERAMA RETTO enroute to GUAM, for repairs, as part of T.U. 51.29.10, in accordance with orders of CTF 51 of 8 April 1945. The FOREMAN was diverted to ULITHI on 15 April and arrived there on the 17th, where she reported to ComServRon 10 for repairs.

At 1400, the WILLMARTH left her screening station to escort the USS SARANAC (AC-74) to KERAMA RETTO.

At 2322, commenced patrolling screening station A-10.

0800
26-25 (N)
127-40 (E)

1200
26-29 (N)
127-38 (E)

2000
26-16 (N)
127-29 (E)

10 April

At 0500, the WILLMARTH departed station A-10 enroute to KERAMA RETTO and fueled, in accordance with CTG 51.5 dispatch 091610 of 9 April 1945.

At 0931, assumed screening station 2 in T.U. 51.29.12, enroute to GUAM, in accordance with dispatch of CTG 51.5. ComTransRon 12 in the USS CAMBRIA (APA-36) was OTC. SOA was 13 knots.

0800
26-10 (N)
127-19 (E)

1200
25-55 (N)
127-40 (E)

2000
24-53 (N)
127-29 (E)

11 April

At 1905, the WILLMARTH made a sonar contact on which two H/H attacks were made with no results. Confusion due to the use of "Q" signals also appearing in the General Signal Book and lack of information as to a change in the sub-zone is covered

11 April (Cont'd)

in several reports (see CCD-40 Serial 019 dated 7 June 1945 and WILLMARTH Serial 09 dated 10 May 1945).

At 2130, sonar search was abandoned and the WILLMARTH rejoined the convoy. (orders of the OTC).

0800
22-39 (N)
130-57 (E)

1200
21-56 (N)
131-15 (E)

2000
20-45 (N)
132-19 (E)

12 April

At 0100, set all ships clocks ahead to Zone Time -10 (King).

At 1502, the WHITEHURST (DE-634) was attacked by 3 enemy planes and shot down two of them. The third, carrying a bomb, crashed into her CIC, demolishing her bridge structure. She suffered major damage and heavy casualties. (See WHITEHURST Serial 0087 dated 21 April 1945).

0800
18-45 (N)
134-12 (E)

1200
18-30 (N)
134-28 (E)

2000
17-32 (N)
134-20 (E)

13 April (-10)

0800
16-14 (N)
138-29 (E)

1200
15-40 (N)
139-12 (E)

2000
14-08 (N)
140-54 (E)

14 April

At 1738, the WILLMARTH arrived at GUAM and was granted availability for battle damage repairs and routine overhaul. Moored alongside the SS JOSEPH LYKES in berth 16, APRA HARBOR, GUAM.

0800
13-26 (N)
143-10 (E)

1200
13-25 (N)
144-04 (E)

15 April

This command obtained copies of Addendum 8 to SOP-1 for all ships of the Division, from ComSubPac. Previous attempts to obtain same at ULITHI on 20 March 1945 had been unsuccessful.

16 April

At 0545, the BOWERS shot down an unidentified plane which strafed her as it attacked.

At 0939, the BOWERS (DE-637) was attacked by two aircraft. One (unidentified) was shot down about 1000 yards out. The other (a VAL) strafed the BOWERS and crashed into her Asdic Hut. She suffered major damage and heavy casualties. The Commanding Officer and Executive Officer were both disabled and the First Lieutenant, Lt.(jg) T.B. HINKLE, USNR, assumed command and brought the ship back to port. (See BOWERS Serial 001 dated 29 April 1945).

16 April (Cont'd)

The WHITEHURST left the OKINAWA Area for SAIPAN.

17 April

The ENGLAND returned to the OKINAWA Area.

22 April

The WHITEHURST was detached from the 5th Fleet and ordered to PEARL HARBOR for battle damage repairs.

24 April

The BOWERS left for ULITHI as part of TU 51.29.21.

27 April

Availability granted the WILLMARTH expired today, but was extended by CTU 94.8.1 because of uncompleted rebabbiting of main bearings.

At 2205, a suicide plane (TOJO) crashed twenty feet off the stern of the ENGLAND.

28 April

AT 0059 $\frac{1}{2}$, the ENGLAND splashed an attacking BETTY 800 yards to port.

30 April

The BOWERS was detached from the FIFTH Fleet and ordered to proceed to PEARL HARBOR.

The WHITEHURST arrived in ENIWETOK, enroute PEARL HARBOR.

Frederic W. Hawes

FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
MAY 1945

Filmed
150945

RECORDED

2700

Escort Division FORTY
USS WILLMARTH (DE-638), Flagship

Operating under the operational control of Commander, Fifth Fleet, and the administrative control of Commander Destroyers, Pacific Fleet, except insofar as noted below:

USS FOREMAN (DE-633) - In drydock at ULITHI for battle damage repairs.
USS WHITEHURST (DE-634) - Enroute to PEARL HARBOR, T.H., for battle damage repairs.
USS ENGLAND (DE-635) - Operating off OKINAWA.
USS WITTER (DE-636) - Anchored in KERAMA RETTO, awaiting drydocking for preliminary battle damage repairs.
USS BOWERS (DE-637) - Anchored in ULITHI Anchorage, awaiting routing to Navy Yard for battle damage repairs.
USS WILLMARTH (DE-638) - Anchored in APRA HARBOR, GUAM, for battle damage repairs and general overhaul.

Attention is invited to CCD-40 General Action Report, Assault on OKINAWA, 20 March through 27 May 1945 - Serial 019 dated 7 June 1945.

2 May 1945 (Zone Time -10)

The WILLMARTH went out for a post repair trial which was unsuccessful as she was unable to make her full speed. Upon return to port, it was found that her superheater tubes were clogged and that a set of main generator bearings had been wiped (this is attributed to a poor stoning job on the journals).

9 May

At 1855, the ENGLAND (DE-635) was hit by a suicide plane (VAL) carrying a bomb. Her superstructure was demolished and she suffered heavy casualties. (See ENGLAND Serial 002 dated 24 May 1945).

10 May

The WHITEHURST arrived at PEARL HARBOR for battle damage repairs, alterations, and overhaul.

11 May

This command secured passage from GUAM to OKINAWA aboard the USS PONAGANSET (AO-86), as it appeared that the WILLMARTH would be inoperative for at least another two weeks and it was felt that the Division Commander could be of more service at OKINAWA.

At 1100, the PONAGANSET got underway from APRA HARBOR, GUAM, enroute to OKINAWA.

<u>1200</u>	<u>2000</u>
13-35 (N)	13-40 (N)
144-35 (E)	143-52 (E)

12 May

<u>0800</u>	<u>1200</u>	<u>2000</u>
15-02 (N)	15-30 (N)	16-27.4 (N)
141-17 (E)	140-29 (E)	138-53.1 (E)

13 May

At 1400, set clocks back one hour to (-9) zone time.

0800
18-06.7 (N)
136-22.8 (E)

1200
18-32.8 (N)
135-33 (E)

2000
19-32.5 (N)
133-38.5 (E)

14 May (Zone Time -9)

0800
21-36 (N)
131-35 (E)

1200
22-08.3 (N)
131-15.8 (E)

2000
23-37.5 (N)
130-04 (E)

15 May

At 1200, the PONAGANSET arrived at KERAMA RETTO, OKINAWA GUNTO, and anchored in berth K-27.

At 1645, ComCortDiv 40 shifted his pennant to the WITTER, still awaiting repairs in KERAMA RETTO. He was accompanied by Lieutenant David H. STORPER, USNR, Division ASW Officer.

During the evening several air raid alerts were received from SOPA KERAMA RETTO (CTG 51.15), but no enemy aircraft were observed. Raids were reported frequently during the remainder of the month but only a few raids reached KERAMA RETTO.

0800
25-51.2 (N)
128-01.3 (E)

1200
Anchored in berth K-27
KERAMA RETTO

16 May

This command made a visit of inspection aboard the ENGLAND and made several suggestions for salvaging equipment, and recommended that certain reports (particularly on the status of registered publications) be made at once.

17 May

This command learned from RepComDesPac, KERAMA RETTO (CDS-2) that the FOREMAN had been repaired at ULITHI.

At 0900, Vice Admiral HILL, USN, relieved Vice Admiral TURNER, USN, as Commander, Joint Expeditionary Force, Fifth Fleet (CTF51).

At 1355, Commander HOLM, USN, CTU 51.15.4 visited the WITTER to inspect her battle damage.

20 May

At 1030, Rear Admiral W.L. AINSWORTH, USN, Commander Destroyers, Pacific Fleet; Captain W.P. BURFORD, USN, RepComDesPac, Forward Area; Captain W.P. MCLEAN, USN, RepComDesPac, KERAMA RETTO; and Lieut-Commander P.G. SCHULTZ, USN, Comservron 10 Maintenance Officer, visited the WITTER and ENGLAND to inspect their battle damage.

21 May

The ENGLAND was ordered to LEYTE for battle damage repairs. Her damage

was so extensive that Navy Yard repairs were found to be necessary and she was subsequently sent to the Navy Yard, PHILADELPHIA.

22 May

At 0900, Rear Admiral PRICE, USN, relieved Rear Admiral KELAND as SOPA, KERAMA RETTO (CTG 51.15).

27 May

At 0810, the USS SHACKLE (ARS-9) moored alongside the WITTER and commenced patching the bulkhead between the forward engine room and the forward fire room.

Escort Division 40 was this day transferred to the operational control of the Commander Third Fleet.

30 May

At 2030, a salvage crew from the SHACKLE completed pouring a concrete patch over the hole in the engine room bulkhead in order to permit the salvaging of the equipment in the forward engine room of the WITTER.

31 May

Received word that the USS ENGLAND had been detached from the Third Fleet and was being sent to PEARL HARBOR.

During the evening, the USS GRISWOLD (DE-7) turned in a remarkable performance - she splashed a BETTY with one shot (3").

Frederic W. Hawes
FREDERIC W. HAWES.

Commander, U.S. Navy.
Commander Escort Division FORTY.

X

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
JUNE 1945

Filed
150945

RECORDED *bm*

Escort Division FORTY
USS WITTER (DE-636), Flagship

Operating under the operational control of Commander, Third Fleet and administrative control of Commander Destroyers, Pacific Fleet, except insofar as noted below:

USS FOREMAN (DE-633) - Enroute from ULITHI to OKINAWA JIMA, battle damage repairs having been completed.
USS WHITEHURST (DE-634) - At PEARL HARBOR for battle damage repairs.
USS ENGLAND (DE-635) - Enroute to Navy Yard for battle damage repairs.
USS WITTER (DE-636) - Moored alongside the USS BADGER (DD-657), in KERAMA RETTO awaiting drydocking for preliminary battle damage repairs.
USS BOWERS (DE-637) - Enroute to Navy Yard for battle damage repairs.
USS WILLMARTH (DE-638) - Undergoing repairs and overhaul at APRA HARBOR, GUAM.

1 June 1945 (Zone Time -9)

During the day several air raid alerts were received from SOPA, KERAMA RETTO (CTG 31.15). Air raid alerts were sounded almost every day during the month, sometimes several times a day, but only a few raids actually reached KERAMA RETTO.

3 June

At 0900, the concrete patch having set, the WITTER commenced pumping out her flooded forward engine room and began salvage work on the equipment therein.

At 0945, the FOREMAN arrived at HAGUSHI BEACH, OKINAWA JIMA, and reported to the Commander Transport Screen (CTG 31.5) for duty.

4 June

At 0655, the WITTER got underway from alongside the BADGER and anchored in berth K-23, KERAMA RETTO.

10 June

During the day, the WITTER made preparations for drydocking.

11 June

At 0716, the WITTER entered the USS ARD-28 for temporary battle damage repairs.

At 1907, the FOREMAN, assisted by the USS HAMBLETON (DMS-20) splashed a SONIA diving on the FOREMAN in the vicinity of CHIMU WAN. (See FOREMAN serial 034 dated 15 June 1945).

12 June

During the day, a repair force from the USS ZANIAH (AG-70) commenced removing debris and cutting away wreckage from the WITTER's damaged section.

13 June

Lieut. J.F. BURDITT, USNR, relieved Lieut. Commander J.G. THORBURN, USNR,

13 June (Cont'd)

as Commanding Officer of the WILLMARTH.

The ZANIAH's repair force completed removing debris from the WITTER and commenced fabricating framing and installing same.

15 June

The BOWERS arrived at PHILADELPHIA for battle damage repairs and conversion to an APD.

18 June

The ENGLAND arrived in PEARL HARBOR (from LEYTE Via ENIWETOK).

21 June

At 2100, organized resistance on OKINAWA ended. Shortly after this had been announced, a violent air attack was made on KERAMA RETTO, during the course of which two ships were sunk and two others damaged.

22 June

At 0935, the FOREMAN, assisted by the ELLYSON (DMS-19) splashed a ZEKE which was attacking them outside of BUCKNER BAY. (See FOREMAN serial 038 dated 29 June 1945).

23 June

At 1030, the ZANIAH'S repair force completed temporary battle damage repairs to the WITTER.

At 1855, the WITTER proceeded out of the ARD-28 and anchored in berth K-17, KERAMA RETTO.

At 2020, the FOREMAN moored alongside the WITTER and ComCortDiv 40 shifted his pennant to the FOREMAN.

24 June

At 0049, the FOREMAN shifted berths and anchored in berth K-17.

At 0705, this command went aboard the WITTER to observe her sea trials. Trials were satisfactory.

25 June

At 1300, the WITTER got underway enroute to SAIPAN, as part of TU 31.29.20, for onward routing to Navy Yard.

The designation of the BOWERS was changed from DE-637 to APD-40 this date.

27 June

At 1232, the FOREMAN entered the AFDL-32 for repairs to her sound dome which had become loosened.

During the afternoon, this command was ordered by CTF 31 to report to CTF 32 when the FOREMAN was ready for sea.

The WILLMARTH reported by dispatch to CTG 30.8 for duty.

The ENGLAND left SAN DIEGO for PANAMA.

28 June

At 1050, the FOREMAN got underway out of the AFDL-32, sonar repairs having been completed. This command reported by dispatch to CTF 32 for duty, in accordance with a CTF 31 dispatch of 27 June 1945.

29 June

This command received orders from CTF 32 to rendezvous with CTG 32.15 at 1100, 3 July 1945.

30 June

The WITTER arrived at SAIPAN.

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

C-O-N-F-I-D-E-N-T-I-A-L

COMMANDER ESCORT DIVISION FORTY

WAR DIARY

FOR

JULY 1945

Filmed
150945

RECORDED 6777

Escort Division FORTY
USS FOREMAN (DE-633), Flagship.

Operating under the operational control of Commander Third Fleet and the administrative control of Commander Destroyers, Pacific Fleet, except insofar as noted below:

USS FOREMAN (DE-633) - Anchored in KERAMA RETTO awaiting sortie with TG 32.15 on 3 July.
USS WHITEHURST (DE-634) - At Navy Yard, PEARL HARBOR, T.H., undergoing battle damage repairs, alterations, and overhaul. Under the operational control of CinCPac.
USS ENGLAND (DE-635) - Enroute to Navy Yard, PHILADELPHIA, for battle damage repairs.
USS WITTER (DE-636) - Anchored in SAIPAN HARBOR, awaiting onward routing to Navy Yard for battle damage repairs. Under the operational control of CinCPac.
USS BOWERS (^{APD-40}~~DE-637~~) - At Navy Yard, PHILADELPHIA, undergoing battle damage repairs and conversion to high speed transport (APD-40).
USS WILLMARTH (DE-638) - Anchored at ULITHI. Under the operational control of CTG 30.8.

1 July 1945 (Zone Time -9)

The FOREMAN lay at anchor in berth K-60, KERAMA RETTO, NANSEI SHOTO.

3 July

At 0655, the FOREMAN got underway for rendezvous with CTG 32.15, in accordance with ComDesDiv 92 dispatch 020310 of July 1945.

At 1146, the FOREMAN was detached and ordered to escort ComCruDiv 6 in the USS SAN FRANCISCO (CA-38) to LEYTE, P.I., and return with the USS SALT LAKE CITY (CA-25). SOA was 16 knots.

At 1318, held AA practice firing at towed sleeve. Ammunition expended: 80 rounds of 1.1"/25 cal. AA, 1316 rounds of 20mm, and 180 rounds of .50 cal.

0800
25-58 (N)
127-25 (E)

1200
25-18 (N)
127-57 (E)

2000
23-32 (N)
127-31 (E)

4 July

0800
20-48 (N)
127-09 (E)

1200
19-48 (N)
127-01 (E)

2000
18-09 (N)
127-51 (E)

5 July

At 1000, held gunnery exercise 13-C, firing at bursts put up by the SAN FRANCISCO. Ammunition expended: 24 rounds of 3"/50 cal. AA, and 59 rounds of 1.1"/25 cal. AA.

At 1148, the FOREMAN went alongside the SAN FRANCISCO to pass requisitions and receive freight for the USS WICHITA (CA-45).

0800
15-16 (N)
126-31 (E)

1200
14-21 (N)
126-25 (E)

2000
12-21 (N)
126-03 (E)

6 July

At 0538, the formation entered LEYTE GULF, P.I.

At 0727, the FOREMAN was detached by ComCruDiv 6 to report to the SALT LAKE CITY in accordance with CTF 32 orders.

At 1545, departed SAN PEDRO BAY, escorting the SALT LAKE CITY enroute to rendezvous with TF 32.

2000
10-47 (N)
126-04 (E)

7 July

At 0805, the FOREMAN made a sound contact which was classified as non-sub. Held gunnery exercises: 12A and 12C of USF 10B. Ammunition expended: 104 rounds of 1.1"/75 cal. AA, 1022 rounds of 20mm, and 172 rounds of .50 cal.

0800
14-05 (N)
126-26 (E)

1200
15-01 (N)
126-29 (E)

2000
16-56 (N)
126-54 (E)

8 July

At 0800, held gunnery exercises 12A and 12C. Ammunition expended: 185 rounds of 1.1"/75 cal. AA, 1418 rounds of 20mm, and 88 rounds of .50 cal.

At 0925, the SALT LAKE CITY reported a plane on her radar, later identified as a FRANCES, which closed to 9 miles and then retired.

At 1300, conducted flag hoist drill 23B of USF 10B.

At 1512, conducted gunnery exercises 12C and 15B of USF 10B. Ammunition expended: 10 rounds of 3"/50 cal. AA, 22 rounds of 1.1"/75 cal, and 1388 rounds of 20mm.

The WHITEHURST this day commenced her post-repair trials and shakedown at PEARL HARBOR.

0800
20-43 (N)
126-32 (E)

1200
21-24 (N)
127-34 (E)

2000
23-34 (N)
127-57 (E)

9 July

At 0956, the formation rendezvoused with TF 32, and the FOREMAN was detached and ordered to receive mail from the USS TENNESSEE (BB-43). Later received mail from the USS BOYD (DD-544) and passed freight to the WICHITA.

The FOREMAN took station 13 in 13 ship circular screen, 6000 yards from Fleet Center, in accordance with orders of screen commander, ComTaskFlot ONE (CTU 32.12.2) in the USS WALKER. Formation was in cruising disposition 5RO of ComBatRon ONE Op-Order 545

0800
26-08 (N)
125-30 (E)

1200
26-28 (N)
125-37 (E)

2000
26-42 (N)
125-09 (E)

10 July

At 1405, held gunnery exercises. Ammunition expended: 224 rounds of 1.1"/

10 July (Cont'd)

25 cal. AA, and 739 rounds of 20mm.

0800
26-33 (N)
125-40 (E)

1200
26-22 (N)
125-27 (E)

2000
26-36 (N)
125-41 (E)

11 July

At 0645, the FOREMAN left the formation and proceeded with the USS PUTNAM (DE-757) to BUCKNER BAY, OKINAWA SHIMA, with mail, in accordance with orders of CTF 32. At 1231, arrived at BUCKNER BAY. Fueled and anchored in berth L-39. The ENGLAND's designation was this date changed from the DE-635 to the APD-41.

12 July

At 0332, received air raid alert from SOPA BUCKNER BAY. During the day took on mail and one officer passenger for ships in TF 32.

13 July

At 0505, the FOREMAN got underway with the PUTNAM to rejoin TF 32. At 1115, TF 32 was sighted and the FOREMAN passed mail. At 1447, held gunnery exercises. Ammunition expended: 208 rounds of 1.1"/25 cal., 1182 rounds of 20mm, and 375 rounds of .50 cal.

0800
26-03 (N)
127-13 (E)

1200
26-43 (N)
125-34 (E)

2000
26-49 (N)
125-55 (E)

14 July

At 0342, an unidentified aircraft closed to 5 miles and then opened. At 2200, the FOREMAN was detached to join TU 32.1.2 (Carrier Group) for fueling the next day. TF 32 proceeded to BUCKNER BAY.

0800
26-31 (N)
125-52 (E)

1200
26-30 (N)
125-56 (E)

2000
26-00 (N)
126-19 (E)

15 July

At 0624, joined TU 99.1.9 (fueling group).

0800
23-53 (N)
127-51 (E)

1200
23-21 (N)
127-47 (E)

2000
23-39 (N)
128-06 (E)

16 July

0800
25-33 (N)
129-14 (E)

1200
25-47 (N)
128-30 (E)

2000
25-07 (N)
129-02 (E)

The ENGLAND arrived at the PHILADELPHIA Navy Yard today for battle damage repairs and conversion to an APD.

17 July

At 0701, arrived at BUCKNER BAY. Fueled and anchored in berth L-47.

At 1400, the FOREMAN got underway to sortie with TF 32 because of approaching typhoon.

2000
25-56 (N)
129-01 (E)

18 July

At 1232, held gunnery exercise# 12C of USF 10B. Ammunition expended: 2 rounds of 3"/50 cal. AA, and 719 rounds of 20mm.

0800
25-05 (N)
131-55 (E)

1200
24-47 (N)
132-44 (E)

2000
24-26 (N)
132-09 (E)

19 July

Heavy swells were in evidence all day.

0800
22-46 (N)
139-39 (E)

1200
22-48 (N)
130-55 (E)

2000
22-41 (N)
129-57 (E)

20 July

At 1309, held gunnery exercises 12C of USF 10B. Ammunition expended: 8 rounds of 3"/50 cal. AA.

0800
23-20.8 (N)
128-20 (E)

1200
23-51.5 (N)
128-16 (E)

2000
24-57.9 (N)
127-51.2 (E)

21 July

At 0747, the FOREMAN arrived at BUCKNER BAY. Fueled and anchored in berth L-45.

22 July

At 1510, the FOREMAN got underway in sortie with TF 32, and proceed to operation area in East China Sea.

2000
25-40.8 (N)
127-53.6 (E)

23 July

At 0635, a DINAH was splashed by carrier aircraft.

At 1435, the FOREMAN made a sound contact, which was evaluated as non-sub.

23 July (Cont'd)

0800
25-51 (N)
125-34.6 (E)

1200
26-19.3 (N)
125-23.5 (E)

2000
26-30.4 (N)
125-22 (E)

24 July

0800
26-23.7 (N)
124-24.2 (E)

1200
26-28.8 (N)
125-25 (E)

2000
26-27.5 (N)
125-44.5 (E)

The WITTER arrived at SAN DIEGO enroute to the Navy Yard, PHILADELPHIA.

25 July

At 0712, an unidentified aircraft was reported, later identified as a ZEKE, which closed to 19 miles, then retired.

At 1100, TF 32 was redesignated TF 95, in accordance with CinCPac dispatch 221149 of July 1945. Screen unit was redesignated TU 95.3.4.

At 1313, held gunnery exercises 12C of USF 10B. The FOREMAN did not expend any ammunition.

The WHITEHURST left PEARL HARBOR enroute to MANILA, P.I.

0800
26-05.2 (N)
125-19.2 (E)

1200
26-28 (N)
125-13.8 (E)

2000
26-20.5 (N)
125-23 (E)

26 July

At 1030, the FOREMAN fueled from the USS CALIFORNIA (BB-44).

At 1311, held gunnery exercise 12C of USF 10B. Ammunition expended: 1259 rounds of 20mm, 72 rounds of 1.1"/25cal., and 180 rounds of .50 cal.

0800
26-24.4 (N)
125-26.8 (E)

1200
26-49 (N)
125-34.2 (E)

2000
27-22 (N)
125-37 (E)

27 July

0800
28-32.8 (N)
124-07.3 (E)

1200
28-25.7 (N)
124-14 (E)

2000
29-17.3 (N)
124-36 (E)

28 July

At 0830, sighted TG 95.2.

At 1000, aircraft were launched for a strike on shipping in the SHANGHAI Area, returning at 1330.

0800
30-24 (N)
123-56 (E)

1200
29-47 (N)
123-49 (E)

2000
28-27.4 (N)
124-42.7 (E)

29 July

At 1357, held gunnery exercise 12C of USF 10B. Ammunition expended:
8 rounds of 3"/50 cal. AA, 55 rounds of 1.1"/75 cal., 1088 rounds of 20mm., and
115 rounds of .50 cal.

0800
26-41 (N)
125-28 (E)

1200
26-32 (N)
125-51.1 (E)

2000
27-18.5 (N)
126-25 (E)

30 July

At 1027, the FOREMAN fueled from the USS TENNESSEE.

At 1732, the FOREMAN took on mail from the MAKIN ISLAND and passed it to
the USS TENNESSEE.

0800
27-01.5 (N)
126-12 (E)

1200
27-10 (N)
126-00 (E)

2000
26-48 (N)
125-58.8 (E)

31 July

At 1620, arrived at BUCKNER BAY and anchored in berth L-41.

Tactical command of TG 95.3 was transferred to ComCruDiv 4, in accordance
with CTF 95 visual dispatch 300139 of July 1945.

At 1921, the FOREMAN shifted berths and anchored in berth L-75.

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

x

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
AUGUST 1945

Filmed
150945

RECORDED *BRN*

Escort Division FORTY
USS FOREMAN (DE-633), Flagship.

The FOREMAN was the only ship of this division operating under the operational control of CTF 95, Escort Division 40, assigned to Commander Destroyers, Pacific Fleet, for administrative control.

Locations of remaining ships in Escort Division 40 on the morning of 1 August 1945 were as follows:

- USS WHITEHURST (DE-634) - Enroute PEARL HARBOR to MANILA, P.I., to supply electrical power to the City of MANILA.
- USS ENGLAND (APD-71) - Undergoing battle damage repairs and re-conversion to high speed transport, at PHILADELPHIA Navy Yard.
- USS WITTER (DE-636) - Enroute SAN DIEGO, CALIF., to BALBOA, C.Z., for routing to PHILADELPHIA Navy Yard for battle damage repairs.
- USS BOWERS (APD-40) - Undergoing battle damage repairs and re-conversion to high speed transport, at PHILADELPHIA Navy Yard.
- USS WILLMARTH (DE-638) - Anchored at ULITHI. Under the operational control of CTG 30.8.

1 August 1945 (Zone Time -9)

The FOREMAN is a unit of screen, TU 95.3.4, attached to TG 95.3, Heavy Striking Group. CTF 95 is Vice Admiral J.B. OLDENDORF, USN. Screen Commander is ComTaskFlot ONE (CTU 95.3.4) in the USS COWELL (DD-544).

At 0608, the FOREMAN got underway from berth L-75, BUCKNER BAY, to sortie with TG 95.3 in execution of Typhoon Plan "X".

<u>1200</u>	<u>2000</u>
25-38 (N)	26-03.2 (N)
127-39.5 (E)	126-29.1 (E)

2 August

At 1450, 5" gunnery exercises were held, with weighted sleeves dropped by carrier planes. The FOREMAN did not fire.

The seas were too rough for scheduled fueling.

<u>0800</u>	<u>1200</u>	<u>2000</u>
28-29 (N)	29-05.5 (N)	29-46.5 (N)
125-06 (E)	125-08.5 (E)	124-36 (E)

3 August

Seas still too heavy for fueling.

<u>0800</u>	<u>1200</u>	<u>2000</u>
30-44.6 (N)	30-16 (N)	30-22 (N)
124-48.8 (E)	124-51 (E)	124-39.5 (E)

4 August

At 1139, the FOREMAN fueled from the USS CALIFORNIA (BB-44).
At 1354, held gunnery exercises, firing at weighted sleeves.
Ammunition expended: 16 rounds of 3"/50 cal. AA.
At 1619, CAP splashed one TABBY, 52 miles from the formation.

<u>0800</u>	<u>1200</u>	<u>2000</u>
30-48.2 (N)	31-03.2 (N)	31-25.8 (N)
124-29 (E)	124-20.3 (E)	123-40.5 (E)

5 August

At 1624, held gunnery exercises. Ammunition expended: 410 rounds of 20mm.
Our CAP shot down two FRANCES - one during the 12-16 watch and one during the 16-18 watch.

<u>0800</u>	<u>1200</u>	<u>2000</u>
30-48.9 (N)	30-49.9 (N)	30-32 (N)
124-14.8 (E)	124-21 (E)	124-19 (E)

6 August

At 0142, an unidentified aircraft was reported at 13 miles, but it opened immediately and disappeared.
At 1100, enemy aircraft were reported, but opened and no action developed.
At 1400, held gunnery exercises 12C of USF 10B. Ammunition expended: 13 rounds of 3"/50 cal. AA.
The formation set course for BUCKNER BAY.

<u>0800</u>	<u>1200</u>	<u>2000</u>
29-39.6 (N)	29-15.8 (N)	27-52.5 (N)
124-05 (E)	124-13.5 (E)	125-26 (E)

7 August

At 1218, the FOREMAN arrived at BUCKNER BAY and anchored in berth L-41, being granted three days availability commencing 8 August.
ComBatDiv 4 assumed tactical command of TG 95.3.
One air raid during the evening.

8 August

At 1050, the FOREMAN fueled from the USS CHOTAUK (IX-188) and moored alongside the USS SUESSENS (DE-342) in berth L-41.

10 August

At 2107, received news over radio of JAPAN's request for mediation of surrender terms.. Ships in harbor and shore installations began firing tracers, rockets, etc., resulting in the death of 6 men. SOPA BUCKNER BAY went to "Flash Red" to restore discipline.

11 August

At 1454, the FOREMAN fueled from the USS CELTIC (IX-137), having previously topped off the SUESENS.

At 1722, anchored in berth L-81.

The WHITEHURST arrived in MANILA, P.I.

12 August

At 2042, felt a sharp underwater explosion. The USS PENNSYLVANIA (BB-38) reported being hit, apparently by an aerial torpedo.

13 August

At 1607, the FOREMAN got underway to sortie with TG 95.3 in order to avoid repetition of attacks by enemy aircraft.

2000
26-14 (N)
128-30 (E)

14 August

At 0807, the FOREMAN arrived at BUCKNER BAY. Fueled and anchored in berth L-81.

At 1555, got underway to sortie with TG 95.3 as before.

2000
26-18.5 (N)
128-33.5 (E)

15 August

At 0831, the FOREMAN arrived at BUCKNER BAY and anchored in berth L-81.

At 1552, got underway to sortie as before.

CinCPoa basegram 142304 of August 1945 (Alpoa 579), ordering cessation of offensive operations but maintenance of defensive measures, was received.

The WITTER's designation was this date changed from the DE-636 to the APD-58.

0800
26-15 (N)
128-02.5 (E)

1200
Anchored in
BUCKNER BAY.

2000
26-28 (N)
128-28 (E)

16 August

At 0757, the FOREMAN arrived at BUCKNER BAY. Fueled and anchored in berth L-49, Was granted five days tender availability for cleaning of watersides and rebricking of No. 2 boiler.

The WITTER arrived in PHILADELPHIA this date for battle damage repairs and conversion to an APD (#58).

22 August

At 0832, the FOREMAN got underway from alongside the USS CASCADE (AD-16) and anchored in berth L-41.

Received copies of reports addressed to ComCortDiv 40 from the USS SCOTT (DE-214) today - it appears that she may have been assigned to this Division though she is still in the Atlantic.

23 August

All repair work on the ENGLAND and WITTER was stopped. They are to be decommissioned.

24 August

At 0920, the FOREMAN got underway to escort the USS SUWANEE (CVE-27), in accordance with CTF 95 dispatch 230259 and ComCortDiv 40 dispatch 230745 of August 1945. The SUWANEE was to provide tow plane services for TG 35.90.

At 1004, exercises were canceled because of poor weather.

At 1032, the FOREMAN anchored in berth L-41.

25 August

ComCruDiv 4 in the WICHITA assumed command of TG 95.3.

27 August

At 0556, the FOREMAN got underway to sortie with TG 95.3 for gunnery exercises.

At 0900, held gunnery exercises with carrier planes making torped dive-bombing runs. Ammunition expended: 24 rounds of 3"/50 cal. AA.

At 1300, held gunnery exercises. Ammunition expended: 570 rounds of 20mm., 43 rounds of 1.1"/75 cal., and 80 rounds of .50 cal.

At 1752, the FOREMAN arrived at BUCKNER BAY and anchored in berth L-42.

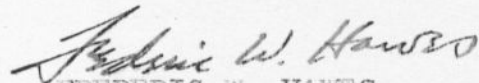
28 August

At 0753, the FOREMAN fueled from the CHOTAUK and shifted berths, anchoring in berth L-72, in accordance with orders of ComTaskFlot ONE.

31 August

At 1655, the FOREMAN got underway enroute to NAHA KO, to escort the USS ARIKARA (ATF-98) with two AvGas barges, to TAKASU ANCHORAGE, KAGOSHIMA WAN, KYUSHU, in accordance with CTF 95 Op order 6-45. CTU 95.3.84 (Logistics Unit) was ComCortDiv 40 in the FOREMAN.

At 1951, the FOREMAN anchored in berth N-95, NAHA KO, OKINAWA SHIMA.


FREDERIC W. HAWES.

Commander, U.S. Navy.

Commander Escort Division FORTY.

x

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
SEPTEMBER 1945

Filed
150945

RECORDED E. J. M.

Escort Division FORTY
USS FOREMAN (DE-633), Flagship.

The FOREMAN was the only ship of the Division operating under the operational control of CTF 95.

Locations of remaining ships of Escort Division FORTY on the morning of 1 September 1945 were as follows:

USS WHITEHURST (DE-634) - Moored at MANILA HARBOR, P.I., to supply electrical power to the City of MANILA.
USS ENGLAND (APD-41) - At the PHILADELPHIA Navy Yard, awaiting decommissioning.
USS WITTER (APD-58) - At the PHILADELPHIA Navy Yard, awaiting decommissioning.
USS BOWERS (APD-40) - At the PHILADELPHIA Navy Yard, being converted to an APD.
USS WILLMARTH (DE-638) - Operating off JAPAN with CTG 30.8.

1 September 1945 (Zone Time -9)

At 1225, the FOREMAN got underway from NAHA KO to HAGUSHI Anchorage, OKINAWA SHIMA, to transfer mail.

At 1444, the FOREMAN commenced screening the USS ARIKARA (ATF-98) towing two AvGas barges, enroute to KAGOSHIMA WAN, KYUSHU, in accordance with CTF 95 Op order 6-45. This unit is TU 95.3.84. OTC is ComCortDiv 40 in the FOREMAN. SOA was 5.5 knots.

2000
26-52.3 (N)
127-39.8 (E)

2 September

0800
27-59.6 (N)
128-03 (E)

1200
28-12 (N)
128-09.8 (E)

2000
28-44.6 (N)
128-38.5 (E)

3 September

0800
29-46 (N)
129-22.5 (E)

1200
30-08.5 (N)
129-31.9 (E)

2000
30-52.9 (N)
129-37.5 (E)

4 September

At 0545, the FOREMAN proceeded to rendezvous with the PGM-22 off KAIMAN MISAKI, to be guided into KAGOSHIMA WAN.

At 1206, anchored in TAKASU Anchorage, KAGOSHIMA WAN.

6 September

The FOREMAN received orders (ComBatRon ONE's 060330 of

6 September (Cont'd)

September 1945) to report to CMB OKINAWA (CTF 53) for duty.

7 September

At 1408, the FOREMAN got underway with TU 95.3.8 less TU 95.3.81 (sweep unit) enroute to OKINAWA. CTU 95.3.8 (ComDesRom 46) in the USS TAYLOR (DD-551) was OTC.

2000
31-00.6 (N)
130-00 (E)

8 September

0800
29-35.3 (N)
128-58 (E)

1200
29-06.2 (N)
128-44.3 (E)

2000
27-53.8 (N)
128-06 (E)

9 September

At 0545, the formation entered HAGUSHI Anchorage. The FOREMAN was detached and proceeded to BUCKNER BAY, anchoring in berth L-151. Later shifted to berth B-38 where diver from the USS HAMUL (AD-20) inspected port screw which had been slightly bent when the FOREMAN hit a submerged object on 7 September.

10 September

At 1128, the FOREMAN fueled from the USS BIG HORN (IX-207) and anchored in berth B-20, shifting later to B-40.

11 September

At 1155, the FOREMAN got underway to rendezvous with the LST-936 which had struck a mine off SAKISHIMA GUNTO, in accordance with orders of CTU 53.6.2 (ComDesRon 12). Relieved the USS ROBINSON (APD-72) and escorted the LST to BUCKNER BAY.

At 1453, anchored in berth B-21.

13 September

At 0741, the FOREMAN got underway and entered the ARD-28 for repairs to port propeller.

14 September

At 1626, the FOREMAN left the ARD-28 and anchored in berth B-21, port propeller having been repaired and bottom touched up.

16 September

At 0929, the FOREMAN got underway in execution of Typhoon Plan "X". Cruised SW of KUME SHIMA during the night.

16 September (Cont'd)

1200
26-12 (N)
128-01 (E)

2000
25-43 (N)
126-30 (E)

17 September

At 1910, the FOREMAN entered BUCKNER BAY and anchored in berth L-61, the storm having passed to the eastward.

0800
24-28 (N)
127-20 (E)

1200
24-51.5 (N)
128-06 (E)

18 September

At 0822, the FOREMAN fueled from the USS CHOTAUK (IX-188), and anchored in berth B-39.

At 1753, underway to recover barge and small craft reported adrift south of KUME SHIMA, in accordance with orders of CTU 53.6.2 (ComDesRon 12).

2000
26-02 (N)
127-45 (E)

19 September

Just after midnight, sighted a green light to the southward and stood down to investigate. Found the Army Tug LT-230 with a crane barge (BD-1160) which was capsized, work tug WT-101, barges SSS-249 J and SSS-121J, and three steel barges (BKO-9, 28, and 29). The barges' tow lines were all badly entangled with the crane barge and the LT-230 could make good only about 1 knot. On orders of ComDesRon 14 in the FRAZIER (DD-607), who had been working with the LT-230, began escorting her to KATENA KO, OKINAWA.

At daybreak, boarded the LT-230 and, with her Captain and a working party, spent the day attempting to free the barges from the crane. Finally had to cut almost all the tow lines to clear the barges.

The FOREMAN sent a working party over about noon to assist with the barges. Heavy seas and lack of equipment made work on the barges very difficult.

At 2300, the FOREMAN sank the crane barge as a hazard to navigation. Expended 200 rounds cal. 0.50 and 28 rounds 3"/50 AA.

0800
25-57.5 (N)
126-33 (E)

1200
25-50 (N)
126-18 (E)

2000
25-47.2 (N)
126-23.5 (E)

20 September

Continued attempts to attach proper bridles to the barges, but with little success. The rough seas greatly hindered operations.

20 September (Cont'd)

At 0247, after several attempts, the FOREMAN managed to take barge BKO-9 in tow.

At 0655, the LT-230 got barge BKO-28 in tow and, at 0722, secured it astern of BKO-9.

At 0758, sank barge BKO-29 as it had been pounded heavily and was so badly damaged as to be not worth saving. (76 rounds of 3"/50 AA).

At 0938, barge BKO-28 broke loose, WT-101 had been badly battered and the sea was so rough as to make it dangerous to lower the FOREMAN's whaleboat. The FOREMAN circled the barge awaiting a favorable sea.

At 1321, the LT-230 came alongside in order to allow the CPHM to examine a man with fever of 106.5 F. The DivCom went aboard to confer with the Tug's Captain. The Tug pounded so badly that the FOREMAN had two holes punched in her quarter and she cast off to avoid further damage.

At 1355, as it appeared that further efforts to salvage the other barge (BKO-28) were hopeless, ordered the FOREMAN to sink the barge. This was done (76 rounds of 3"/50 cal. AA) and the FOREMAN and the LT-230 proceeded to KATENA KO.

0800
25-42 (N)
126-19 (E)

1200
25-43.5 (N)
126-22.5 (E)

2000
25-45 (N)
126-41 (E)

21 September

At 1555, the FOREMAN anchored off KATENA KO and Army Tug WT-24 took barge BKO-9 in tow.

At 2333, got underway enroute to BUCKNER BAY.

0800
26-26 (N)
127-24.8 (E)

1200
26-46 (N)
127-42.6 (E)

2000
Anchored off
KATENA KO.

22 September

At 0714, the FOREMAN arrived at BUCKNER BAY. Fueled and anchored in berth L-151.

At 1755, got underway enroute to WAKAYAMA, HONSHU, JAPAN, as part of TU 51.4.2, in accordance with CTF 51 visual dispatch 200013 of September 1945. OTC was CCD-69 in the SUESSENS. Ships in company - SUESSENS, ABERCROMBIE, GENDREAU, WANN, and FOREMAN.

23 September

0800
28-08.8 (N)
131-26.3 (E)

1200
28-47 (N)
132-23 (E)

2000
30-25.9 (N)
133-58.6 (E)

24 September

At 1505, arrived in KAKANOURA WAN, HONSHU, and anchored in berth B-48. SOPA was Vice Admiral OLDENDORF, USN, (CTF 51), in the USS TENNESSEE (BB-43).

24 September (Cont'd)

The WILLMARTH sailed from TOKYO BAY enroute PEARL HARBOR and the Eastern Coast of the U.S.A.

0800
33-12.3 (N)
135-04.4 (E)

25 September

In accordance with Com Fifth Fleet dispatch 230315 of September 1945 and CTF 51 dispatch 230942 of September 1945, the FOREMAN was detached from the Fifth Fleet and ordered to report to ComDesPac for onward routing to the Canal Zone and there to report to CinCLant for duty.

26 September

During the morning, the FOREMAN took passengers aboard for transportation to the UNITED STATES (6 officers and 64 men).

At 1416, got underway enroute to ENIWETOK. SOA 15 knots. Steaming independently.

2000
32-55.6 (N)
134-51.3 (E)

27 September

0800
30-28 (N)
135-09.5 (E)

1200
30-08.3 (N)
137-05 (E)

2000
29-21.9 (N)
139-32.9 (E)

28 September

0800
28-18.9 (N)
142-42 (E)

1200
28-00 (N)
143-54 (E)

2000
27-05 (N)
145-58 (E)

29 September

At 0100, set clocks ahead one hour to KING (-10) Zone Time.

0800
25-33.7 (N)
148-43.2 (E)

1200
24-56 (N)
149-35.6 (E)

2000
23-21 (N)
151-08.5 (E)

30 September (Zone Time -10)

0800
21-01.2 (N)
153-20 (E)

1200
20-15.6 (N)
153-59 (E)

2000
18-34 (N)
155-09.6 (E)

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy.
Commander Escort Division FORTY.

x

C-O-N-F-I-D-E-N-T-I-A-L
COMMANDER ESCORT DIVISION FORTY
WAR DIARY
FOR
OCTOBER 1945

Filed
150945

RECORDED *lmm*

Escort Division FORTY
USS FOREMAN (DE-633), Flagship.

Operating under the operational control of CinCPac and the administrative control of Commander Destroyers, Pacific Fleet.

Locations of remaining ships in Escort Division 40 on the morning of 1 October were as follows:

USS WHITEHURST (DE-634) - Anchored in MANILA HARBOR, supplying electrical services to the City of MANILA.
USS ENGLAND (APD-41) -- Awaiting decommissioning at the PHILADELPHIA Navy Yard.
USS WITTER (APD-58) --- Awaiting decommissioning at the PHILADELPHIA Navy Yard.
USS BOWERS (APD-40) --- At or near the PHILADELPHIA Navy Yard.
USS WILLMARTH (DE-638) -- Enroute TOKYO BAY to PEARL HARBOR, T.H. for onward routing to an Eastern United States Port.

1 October 1945 (Zone Time -10)

The FOREMAN, ComCortDiv 40 aboard, was enroute WAKAYAMA, JAPAN, to ENIWETOK, MARSHALL ISLANDS, in accordance with P.D. WAKAYAMA orders of 26 September 1945.

At 0100, set all clocks ahead one hour to zone time -11.

<u>0800</u>	<u>1200</u>	<u>2000</u>
16-24 (N)	15-30 (N)	13-41.7 (N)
157-36.9 (E)	158-13.8 (E)	159-27.4 (E)

2 October (Zone Time -11)

At 1253, the FOREMAN entered ENIWETOK LAGOON and moored alongside the YO-163 in berth M-3, for fueling. After fueling, anchored in berth K-4.

<u>0800</u>	<u>1200</u>
11-37.9 (N)	ENIWETOK
161-30.2 (E)	LAGOON

3 October

At 0100, set all clocks ahead one hour to zone time -12.

At 0830, 4 officers and 12 enlisted men came aboard the FOREMAN for transportation to the United States.

At 1137, got underway enroute to PEARL HARBOR, in accordance with P.D. ENIWETOK orders dated 2 October 1945.

<u>2000</u>
11-48 (N)
164-13 (E)

4 October (Zone Time -12)

0800
12-23.8 (N)
167-25.1 (E)

1200
12-37.9 (N)
168-21 (E)

2000
12-07.4 (N)
170-21.8 (E)

5 October

0800
14-03.3 (N)
173-37 (E)

1200
14-16.8 (N)
174-39.6 (E)

2000
14-50.8 (N)
176-46.6 (E)

6 October

At 0725, crossed the International Date Line at Lat. 15-42.2 N.

0800
15-41.3 (N)
179-57.1 (W)

1200
15-52.4 (N)
179-00 (W)

2000
16-16.1 (N)
176-53 (W)

6 October (Zone Time plus 12)

0800
17-08.6 (N)
173-03.8 (W)

1200
17-22.9 (N)
171-45.4 (W)

2000
17-52.5 (N)
169-39.2 (W)

7 October

At 0100, set all clocks ahead one hour to zone time plus 11.

0800
18-33.9 (N)
165-34.8 (W)

1200
18-51.5 (N)
164-21 (W)

2000
19-21.4 (N)
161-35.5 (W)

8 October (Zone Time plus 11)

At 0100, set all clocks ahead one half hour to zone time plus 10½.

At 0915, sighted OAHU, T.H., bearing 013°T, distance 15 miles.

At 1420, the FOREMAN moored starboard side to the USS RICHARD J. WARD (DE-243) in berth D-3, Middle Lock, PEARL HARBOR, T.H.

At 1808, the USS ROY O. HALE (DE-336) moored to starboard side of the WARD.

9 October (Zone Time plus 10½)

At 0917, the FOREMAN commenced fueling.

At 1056, completed fueling.

10 October

At 1636, the FOREMAN, in company with the WARD and the HALE, got underway enroute PEARL HARBOR to SAN DIEGO, CALIF., in accordance with routing instructions of P.D. PEARL HARBOR, dated 9 October 1945. The formation was designated T.U. 15.3.1. ComCortDiv 40 was CTU 15.3.1.

S.O.A. was 15.5 knots. Formation in line. While enroute to SAN DIEGO, flaghoist drills and tactical exercises were held each day.

	<u>2000</u>
	21-23.9 (N)
	157-27.6 (W)

11 October

<u>0800</u>	<u>1200</u>	<u>2000</u>
22-40 (N)	23-12.8 (N)	24-04.3 (N)
154-43.3 (W)	153-53.2 (W)	151-43.6 (W)

12 October

At 0100, set all clocks ahead one half hour to zone time plus 10.

The ENGLAND was decommissioned this date.

<u>0800</u>	<u>1200</u>	<u>2000</u>
25-30.9 (N)	26-04 (N)	26-50.8 (N)
145-13.6 (W)	147-16 (W)	145-31 (W)

13 October (Zone Time plus 10)

At 0100, set clocks ahead one hour to zone time plus 9.

<u>0800</u>	<u>1200</u>	<u>2000</u>
27-53.2 (N)	28-18.7 (N)	28-54.9 (N)
142-00.1 (W)	140-51.6 (W)	138-38 (W)

14 October (Zone Time plus 9)

<u>0800</u>	<u>1200</u>	<u>2000</u>
29-44.8 (N)	30-04 (N)	30-36.4 (N)
135-28.2 (W)	134-20.7 (W)	132-15.7 (W)

15 October

<u>0800</u>	<u>1200</u>	<u>2000</u>
31-17.4 (N)	31-33.6 (N)	31-46 (N)
129-02.4 (W)	127-56 (W)	125-23.7 (W)

16 October

At 0100, set clocks ahead one hour to zone time plus 8.

<u>0800</u>	<u>1200</u>	<u>2000</u>
32-29.4 (N)	32-40.7 (N)	32-34.6 (N)
122-22.8 (W)	121-26 (W)	119-48.5 (W)

17 October (Zone Time plus 8)

At 0437, the FOREMAN passed SAN DIEGO sea buoy.

At 0612, moored starboard side to north side of Broadway Pier,

17 October (Cont'd)

SAN DIEGO. The WARD moored to the FOREMAN's port side, with the HALE outboard.

At 0855, unloaded passengers.

18 October

Moored as before.

19 October

Moored as before.

20 October

At 0808, TU 15.3.1 got underway enroute SAN DIEGO to BALBOA, C.Z., in accordance with P.D. SAN DIEGO routing instructions dated 17 October 1945. S.O.A. was 16 knots. Enroute to BALBOA, flaghoist drills and tactical exercises were held each day.

<u>1200</u>	<u>2000</u>
31-53.8 (N)	29-49.2 (N)
117-02.6 (W)	116-23 (W)

21 October

<u>0800</u>	<u>1200</u>	<u>2000</u>
26-54.2 (N)	26-08.8 (N)	24-31.9 (N)
115-00.2 (W)	114-16.3 (W)	112-41 (W)

22 October

At 0100, set clocks ahead one hour to zone time plus 7.
The WITTER was decommissioned this date.

<u>0800</u>	<u>1200</u>	<u>2000</u>
22-33.8 (N)	21-58.7 (N)	20-43.2 (N)
110-16.1 (W)	109-23.7 (W)	107-42 (W)

23 October (Zone Time plus 7)

<u>0800</u>	<u>1200</u>	<u>2000</u>
18-43.4 (N)	18-17.5 (N)	17-15 (N)
105-03 (W)	104-15.8 (W)	102-20 (W)

24 October

<u>0800</u>	<u>1200</u>	<u>2000</u>
16-02 (N)	15-32.6 (N)	14-38.7 (N)
99-30.8 (W)	98-32.2 (W)	96-28.2 (W)

25 October

At 0100, set clocks ahead one hour to zone time plus 6.

25 October (Cont'd)

0800
13-15.2 (N)
93-54 (W)

1200
12-49 (N)
92-53 (W)

2000
12-02.3 (N)
91-08.3 (W)

26 October (Zone Time plus 6)

0800
10-29.6 (N)
88-20.6 (W)

1200
09-54.2 (N)
87-33.6 (W)

2000
08-57.5 (N)
86-04.8 (W)

27 October

At 0100, set all clocks ahead one hour to zone time plus 5.

0800
07-45 (N)
83-25 (W)

1200
07-21.2 (N)
82-21.3 (W)

2000
06-56 (N)
80-26 (W)

28 October (Zone Time plus 5)

At 0535, entered BALBOA Harbor and anchored. ComCortDiv 40, as CTU 15.3.1, reported the ships to CinCLant for duty by dispatch.

At 0740, PANAMA CANAL Pilot R.C. SERGEANT came aboard.

At 0801, the FOREMAN, with the HALE moored to port, commenced transiting the PANAMA CANAL, the WARD following astern.

At 1505, completed transiting the CANAL, and the HALE cast off and proceeded independently.

At 1606, the FOREMAN moored to Pier 1, COCO SOLO, C.Z.

29 October

At 1430, five officers and ninety enlisted Marines came aboard for transportation to an East Coast port. T.U. 15.3.1 was dissolved, the WARD and the HALE proceeding independently enroute to NORFOLK, VA.

At 2052, the FOREMAN got underway enroute COCO SOLO, C.Z., to the NORFOLK Navy Yard, in accordance with CinCLant orders dated 23 October 1945.

30 October

0800
11-50 (N)
78-19 (W)

1200
13-02.8 (N)
79-30.2 (W)

2000
15-24 (N)
76-28 (W)

31 October

At 1800, Commander Frederic W. HAWES, USN, ComCortDiv FORTY, hauled down his pennant, having been detached without relief by BuPers dispatch 171931 of October, received at 1400 on 29 October. The Senior Commanding Officer of Escort Division FORTY is in the SCOTT (DE-214). The flag files and flag personnel remain in the FOREMAN (DE-633).

31 October (Cont'd)

0800
18-12 (N)
74-40.5 (W)

1200
19-15 (N)
74-27 (W)

2000
21-40 (N)
74-34 (W)

Frederic W. Hawes
FREDERIC W. HAWES.
Commander, U.S. Navy
Commander Escort Division FORTY.