

~~CONFIDENTIAL~~
DECLASSIFIED

Action Report

ComPhibGrp 7 - Capture of OKINAWA GUNTO Phases 1 and 2 - Part (III) -
Chronology of the Operation.

CHRONOLOGICAL LOG OF LANDING
31 March 1945 - LOVE minus ONE

KEISE SHIMA

- 0400 - CTU 51.1.6 in LCI 783, LST 479, 801, 649, 674, 130, LSM 96, 79, SC 1341, 1338, PC 1601, PCE 873, PCS 1379, sortied from northwest anchorage and proceeded to launching positions for assault landing on the islets of KEISE SHIMA, arriving 0635.
- 0430 - LCI(S) 676, YUMA (ATF 94), 8 LCMs sortied from northwest anchorage and proceeded to assault area arriving about 0710.
- 0700 - LST 686, 670, 811, 797, 814, LSM 86, 85, 83, 15, of Tractor Group HOW, screened by AMs, arrived assault area direct from LEYTE.
- 0757 - One company of 2nd Bn 306 landed on beach BLACK Z-4, by ship-to-shore movement in LVTs from assault tractor Unit FOUR. 0830, all waves ashore, no opposition.
- 0800 - All control vessels less SC 1341, PCS 1379 were released and returned to KERAMA RETTO.
- 0900 - LSM 85, beached in prepared channel against reef off BLACK Z-4 beach. Water was too deep to unload so she retracted.
- 0920 - LCI(S) 676 removed LCVP left by UDT from beach. It sank in deep water.
- 0947 - 1st causeway in place on beach.
- 1015 - KEISE SHIMA secured.
- 1100 - 2nd causeway in place overlapping 1st.
- 1120 - LSM 85 commenced discharging. Completed at 1216.
- 1200 - Assault troops were reembarked.
- 1236 - All LVTs were launched to unload ammunition.
- 1306 - LSM 79 commenced unloading vehicles, completed at 1435.
- 1330 - LSM 86 commenced unloading vehicles.

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

Action Report

ComPhibGrp 7 - Capture of OKINAWA GUNTO Phases 1 and 2 - Part (III) -
Chronology of the Operation.

1 April 1945 (continued)

- 1810 - Directed CTG 51.6 to have tug meet HINSDALE in tow of small tug off south entrance at 1830 and assist in berthing. Engine is disabled.
- 1835 - YUMA (ATF 94) with LST 884 in tow stood in.
- 1855 - Directed CTG 52.2 to have ships available for screen duties report to CTG 51.5.
- 1900 - Advised CTF 51 that the following were designated to remain at objective during the night 1/2 April. SOPA KERAMA RETYO, CTG 51.1, MT. MCKINLEY, LA GRANGE, PITT, WYANDOT, KENTON, HINSDALE, LST(M) 575, 776, 990, 479, 801, 649, 686, 670 884, LSM 15, 83, LSM(R) 188, LCI(G) 558, 560, 462, KINZER, SCRIBNER, HUMPHREYS, HERBERT, DICKERSON, BUOYANT, DEVICE, ADAMS, PC 1603, SC 1341, 1349, PCS(H) 1404, 1457, CLAMP, YUMA, TEKESTA, EGERIA, LCI(L) 564, 676 TU 52.6.5, TG 52.8, TG 51.20, less THORNTON, INDIANAPOLIS ARKANSAS, TERROR, PONAGANSETT, BRAZOS, TOMAHAWK, KISHWAUKEE, MANDERSON VICTORY, LAS VEGAS VICTORY.
- 1905 - Flash RED, C ontrol GREEN.
- 1914 - Commenced making smoke.
- 1914 - Flash RED, Control YELLOW.
- 1935 - Flash BLUE, Control YELLOW.
- 1938 - Ceased making smoke.
- 1952 - Directed CTG 51.6 to send second tug to assist HINSDALE at southern entrance.
- 1958 - CHANDELEUR given permission to light up runways in seadrome area and to advise other ships in seadrome area to turn on truck lights for search plane coming in with recognition device inoperative for emergency landing.
- 2008 - Flash BLUE, Control GREEN.
- 2032 - CTG 51.6 reported TEKESTA had departed to assist HINSDALE.
- 2037 - CTF 55 directed that KENTON (APA 122) upon completion unloading propulsion units report to CTG 55.2 off HAGUSHI, Warping tugs and remainder of LCT to report to him.

DECLASSIFIED

(III) 76

9
6
2
9

Action Report

ComPhibGrp 7 - Capture of OKINAWA GUNTO Phases 1 and 2 - Part (III) -
Chronology of the Operation.

1 April 1945 (continued)

- 2123 - Flash WHITE, Control GREEN.
- 2145 - CTG 52.2 reported that CTF 55 desired 2 AN vessels at preferred beach for salvage of landing craft. It was pointed out that ANs were required to remove material preparatory to sailing KEOKUK in compliance CTF 51 directive, and that net installation and maintenance, and use to unload KEOKUK could not be accomplished if craft were sent to CTF 55 within next two days. It was desired that decision should be mutually agreeable to CTF 51, CTF 55, and CTG 51.1.
- 2301 - ARKANSAS reported damage from AO 88 alongside for fueling, and that it was necessary to cast off tanker.
- 2343 - Flash BLUE, Control YELLOW.

SUMMARY -

Jap swimmers boarded LST 884 during the night of 1/2 April. Early morning 420 FA Bn on KEISE SHIMA recieved heavy artillery fire with no damage. LST-884 had been hit by suicide plane with extensive damage by fire and towed to KERAMA RETTO. Liaison plane strip on KEISE SHIMA placed in operation. Heavy swells continued to hamper fueling, rearming, and other service activities. Lack of supply of 80 octane gasoline continued to embarrass logistics.

FUEL TRANSFER

BILOXI (CL 80)	BRAZOS (AO 4)
KISHWAUKEE (ACG 9)	TATE (AKA 70)
MONTROSE (APA 212)	HOPPING (APD 51)
ST. MARY (APA 126)	TELFAIR (APA 210)
FORREST (DMS 24)	ARKANSAS (BB 33)
RIDDLE (DE 185)	SAGE (AM 111)
STAUNCH (AM 307)	SPEER (AM 322)
DEVASTATOR (AM 318)	PC 1128
ARDENT (AM 340)	DEFENSE (AM 317)
PC 584	PCE 873
DORSEY (DMS 1)	BULL (APD 78)
BATES (APD 47)	WATERS (APD 8)
REEVES (APD 52)	HERNDON (DD 638)
TAZEWELL (APA 209)	BLARR (APD 39)
GILMER (APD 11)	

AMMUNITION TRANSFER

RUDYARD BAY (CVE 91)

NATOMA BAY (CVE 62)

UNCLASSIFIED

Action Report

ComPhibGrp 7 - Capture of OKINAWA GUNTO Phases 1 and 2 - Part (III) -
Chronology of the Operation.

2 April 1945 (continued)

- cipher to interested commands on channel B4 - 2B and to weather activities GUAM on channel A 36 MR normal circuits to GUAM.
- 1535 - CTF 51 directed CTF 55 to order ACHERNAR (AKA 53) to report to CTG 51.15 at KERAMA RETTO for unloading. CTG 51.6 was directed to repair ship as necessary to permit unloading. LSTs of TF 55 and TF 53 were to be used as they become available to transport material from KERAMA RETTO to objective.
- 1535 - Advised CTF 51 that unless otherwise directed, would anchor Northern and Southern Tractor Groups assigned to anchorage here plus Western Islands Tractor Group with YMS and AM units for the night 2-3 April, in area between YAKABI KUBA and AKA, GERUMA, HOKAJI; that an adequate close screen around this area would be provided by CTG 52.2 plus control craft available. CTG 52.2 concurs.
- 1547 - CTF 55 directed CTF 55.7 to direct ships not needed for unloading before 3 April to report to SOPA KERAMA RETTO in MT. MCKINLEY for berthing.
- 1550 - Directed LST 884 send immediate 2nd full report regarding Jap swimmers who boarded during the night 1-2 April, with details to any casualties.
- 1552 - Directed CTU 51.1.20 to detail 2 anti-submarine ships to establish patrols prior 1800 2 April off northern and southern entrance channels to KERAMA RETTO anchorage 3000 to 6000 yards outside of nets.
- 1555 - Directed CTU 51.1.6 to have all PCs and SCs report to CTG 51.1 at once and informed him that LSTs would not retire during night 2-3 April.
- 1601 - Recommended to CTF 51 that following remain at objective night 2-3 April: MT. MCKINLEY, PITT, WYANDOT, HINSDALE, KENTON, eight ammo LSTs, BOWDITCH, PCS(H) 1404, 1457, GUNSTON HALL, CLAMP, YUMA, TEKESTA, EGERIA, ENDYMION, OCEANUS, LCI(L) 564, 676, LCI(G) 558, 560, 462, LSM(R) 188, INDIANAPOLIS, NEVADA, TERROR, PONAGANSETT, BRIZOS, TOMAHAWK, ELK, WHIPPET, GRUMMIUM, KISHAUKEE, MANDERSON VICTORY, LAS VEGAS VICTORY, TG 51.20 less THORNTON, TG 52.8, TU 52.6.5, SC 1349, SC 1350 with CTG 51.19. In western and north-western anchorages all Western Island Tractor Flotilla with

p
a
g
e

18

UNCLASSIFIED

ComPhibGrp 7 - Capture of OKINAWA GUNTO Phases 1 and 2 - Part (III) -
Chronology of the Operation.

2 April 1945 (continued)

- requires salvage assistance.
- 1926 - Flash BLUE Control GREEN.
Advised CTG 51.6 HENRICO bears 165° distance 8 miles from South tip of A-8.
- 1932 - Told all ships present that two swimmers boarded LST 884 by means of cargo net, in berth south of small craft anchorage during darkness on the night 1-2 April. In gun battle Navy sentry was killed, Jap escaped. Lesson obvious.
- 1936 - Directed CTG 51.6 to send salvage assistance to HENRICO immediately vicinity South anchorage. Position later. Report when tug sent. Acknowledge.
- 1937 - CTR 17 directed TELFAIR to return to port and report to CTG 51.1 on the way.
- 1940 - CTG 51.6 directed YUMA (ATF 94) to get underway immediately to assist HENRICO (APA 45) position 180° distance 16 miles from South entrance.
- 1946 - CTG 52.13 reported DICKERSON (APD 21) hit by suicide plane in vicinity station of screen station A-20. BUNCH (APD 79) standing by picking up survivors. Fire not yet under control. Unable to stay alongside. Request salvage tug.
CTG 51.1 requested additional escort for HENRICO.
NOTE: LUNGA POINT later reported she had cleared nets at 1755. At 1845 was attacked by 6 to 8 enemy aircraft, including BETTYS, FRANCIS and ZEKES. Attack lasted for 55 minutes. Maneuvered at flank speed at various radical courses. Tried to close TU 52.3.4 consisting of 5 DDs about 4 miles ahead for protection. Never succeeded. APA 45, and APD and DD were hit by suiciders. Oral amplifications of reference dispatch discloses CTU 52.3.4 failed to close because he did not hear LUNGA POINT's request for him to do so. Suggest that all units operating under similar circumstances be advised to join forces at every opportunity then under attack.
- 1950 - Directed all truck lights in anchorage be turned on to assist PBM landing.
- 1953 - Directed CTG 51.5 to screen HENRICO and render assistance.

~~CONFIDENTIAL~~
DECLASSIFIED

COMMANDER AMPHIBIOUS GROUP SEVEN

ACTION REPORT - CAPTURE OF OKINAWA GUNTO Phases 1 and 2

PART IV - SUMMARY OF NAVAL ACTIONS WITH THE ENEMY

Section (A) - Action Against Enemy Surface Vessels

1. During the assault phase there were no contacts with large surface ships or craft in the KERAMA RETTO area. Furthermore, despite the fact that 390 suicide boats were destroyed ashore in the RETTO, there were only 3 suicide boat attacks on our forces. These attacks were all unsuccessful. They are enumerated below:

- a. On the night of 28 March, the USS CROSLY (APD 87) contacted 2 suicide boats in Station R-16. One boat was exploded and the other escaped.
- b. On the same night, the LSM(R) 189 in Station R-9 destroyed 3 suicide boats.
- c. On the night of 31 March, 1 suicide boat was contacted, but lost, east of Station R-13.

2. In addition to these unsuccessful attempts by suicide boats, there was an attack by 2 armed swimmers who boarded the LST 884 in the small craft anchorage at KERAMA RETTO at 2230 I, 1 April. They killed 1 enlisted man and then escaped.

3. All of the suicide boats encountered ashore and at sea, were of a standard design, though the Japanese have often utilized any available type of small boat or motor launch in suicide attacks. This standard design is briefly described as follows:

Length	18 feet.
Beam	6 feet.
Maximum speed	35 knots.
Minimum speed	6½ knots.
Composition	Light plywood.
Charge	2-250 lb. depth charges to be dropped from stern.
Crew	1.

Section (B) - Action Against Enemy Aircraft.

1. During movement to the objective the Tractor Group, CTU 51.1.2 was snopped by enemy aircraft during the afternoon of 25 March 1945. About sunset on 25 March one enemy aircraft believed to be a JUDY was sighted about six miles ahead of Transport Group FOX. No attacks were made on either convoy during the movement phase.

DECLASSIFIED
(IV) - 1

p
a
g
e

25

CONFIDENTIAL

Action Report

ComPhibGrp 7 - Capture of OKINAWA GUNTO Phases 1 and 2 - Part (V) - Special Reports -
Section (K) - Miscellaneous Items of Interest.

SHIP	DATE	CAUSE	REPAIR WORK UNDERTAKEN EFFECT	DISPOSITION (Date)
LGI 580	3/29/45	Aground	Both shafts and props damaged.	Refloated 4/13/45, repaired; Returned to duty.
LGI 633	4/1/45	Unknown - except gun was hit by shell.	40mm single mt. - Fwd.	Emergency repairs completed, Returned to duty.
LSM(R) 188	3/29/45	Suicide plane & near miss by bomb.	Major damages to director tubes.	Emerg. repairs completed. Sailed 4/14/45.
LSM(R) 192	4/2/45	Aground.	One shaft inoperative.	Emerg. repairs completed. To duty 4/11/45.
LST 663	4/1/45		Armature in stern ground- ed out. Stern winch inop- erative.	Temporary repairs made. Returned to duty.
LST 824	4/1/45	Near miss by Suicide plane.	Slight Damages.	Temporary repairs made, Returned to duty.
LST 884	4/1/45	Suicide plane.	Eng. rooms flooded. Tank decks flooded. Officers and crew's quarters unlivable.	Sailed to rear base under tow by LST 940, 4/14/45
O'BRIEN (DD 725)	3/27/45	Suicide plane with bomb.	1 Fireroom out. Main radio out. CIC & equip. inoper- ative. Superstructure and main deck port side dam- aged. Stbd. and port 40mm twin demolished. Sound and CCM inop. 1 fwd 20mm out. Torp. director inop. #2 boiler flooded. All elect. equip. midships out. Vents damaged. Other damages.	Temporary repair; made. Sailed to rear area, 3/31/45.
PORTERFIELD (DD 682)	3/26/45	Suicide plane.	5" 38 Cal. gun #2 out; SC antenna knocked off.	Operational; Sailed 4/14/45 to duty.
SC 632	4/2/45	Suicide plane.	Hole in hull below water- line	Docked & repaired. Returned to duty.

DECLASSIFIED