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UNITED STATES PACIFIC FLEET
COMMANDER CRUISER DIVISION TWELVE

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CONFIDENTIAL

From: Commander Cruiser Division TWELVE.
To : Commander in Chief, United States Fleet.

Subject: War Diary Covering the Period 1 September 1945
to 30 September 1945, inclusive, forwarding of.

Reference: (a) Cominch ltr. FF1/A12-1/A16-3, serial 7152
or 29 October 1943.
(b) PacFlt Conf. ltr. 1CL-45.
(c) Cominch ltr. FF1/A12-1, serial 6534 of
16 August 1945.

Enclosure: (A) Subject War Diary.

1. Enclosure (A) is forwarded herewith in accordance
with references (a), (b) and (c).

R. S. Riggs
R. S. RIGGS.

cc: CinCPac.

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WAR DIARY

September 1945

1 - 8 September 1945.

Cruiser Division TWELVE - consisting of MONTPELIER (CL57), DENVER (CL58), COLUMBIA (CL56) and CLEVELAND (CL55) - began September at anchor in BUCKNER BAY, OKINAWA JIMA, in the RYUKYUS, with various other units of the U. S. Pacific Fleet. Rear Admiral R. S. RIGGS, U. S. Navy, the Commander, Cruiser Division TWELVE, flew his flag in MONTPELIER. The Division formed a part of Task Group NINETY FIVE point TWO commanded by Rear Admiral M. L. DEYO, U. S. Navy, Commander Cruiser Division THIRTEEN. The light cruisers SANTA FE (CL60) (F), BIRMINGHAM (CL62), MOBILE (CL63), and BILOXI (CL80) of Cruiser Division THIRTEEN plus Destroyer Squadron TWENTY FOUR, Captain E. W. YOUNG, U. S. Navy, in ANTHONY (DD515), commanding, completed Task Group NINETY FIVE point TWO.

Also present was Task Group NINETY FIVE point ONE, consisting of Battleship Divisions TWO, less PENNSYLVANIA (BB38), and FIVE; Cruiser Division FOUR, less PORTLAND (CA33); Carrier Division TWENTY TWO, less SANGAMON (CVE26), plus CAPE GLOUCESTER (CVE 109), LUNGA POINT (CVE94), MAKIN ISLAND (CVE93), and assigned destroyers. This Task Group was commanded by Rear Admiral F. G. FAHRION, U. S. Navy, Commander Cruiser Division FOUR, in WICHITA (CA45). Task Force NINETY FIVE was commanded by Vice Admiral J. B. OLDENDORF, U. S. Navy, Commander Battleship Squadron ONE, in TENNESSEE (BB43).

Additionally present was the Commander FIFTH Fleet, Admiral R. A. SPRUANCE, U. S. Navy, in NEW JERSEY, the Senior Officer Present Afloat, and various U. S. merchantmen, men of war and auxiliaries of the FIFTH Fleet.

The first eight days of the month saw Cruiser Division TWELVE and the greater part of Task Force NINETY FIVE remain in BUCKNER BAY, waiting for U. S. minecraft to sweep the approaches to various ports of the Japanese Empire. Task Group NINETY FIVE point TWO, less SANTA FE, plus CHENANGO, sortied to conduct underway training on 4 September. In the absence of Rear Admiral M. L. DEYO, Commander Cruiser Division TWELVE served as Task Group Commander and Officer Conducting Exercise. Training included simulated air attacks on the formation for Combat Information Center coordination training; antiaircraft firing at towed sleeves by heavy machine gun and five-inch batteries, and fueling at sea exercises. The Task Group returned to its anchorage by dark.

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On the following day the Division topped off from station tankers and became a part of Task Force FIFTY SIX, the Southern HONSHU-SHIKOKU force. All ships of Task Force NINETY FIVE assumed new FIFTH Fleet Task designations, with Vice Admiral OLDENDORF becoming Commander Task Force FIFTY SIX and Rear Admiral DEYO Commander Task Force FIFTY FIVE. Originally, Commander Cruiser Division TWELVE, in MONTPELIER, with MASSEY and GAINARD formed Task Group FIFTY SIX point TWO, a unit designed to cover the minecraft sweeping the approaches to KOCHI, on the east coast of SHIKOKU. This was cancelled the following day and Task Group FIFTY SIX point FIVE was formed to open up the port of WAKAYAMA, located in Southern HONSHU, and the gateway to OSAKA, second city of the Empire. Task Group FIFTY SIX point FIVE was composed of two units, one under Rear Admiral C. T. DURGIN, U. S. Navy, Commander Escort Carrier Force Pacific, and the other under Rear Admiral R. S. RIGGS, U. S. Navy, Commander Cruiser Division TWELVE. The former embraced MAKIN ISLAND (F), LUNGA POINT, CLEVELAND, DENVER and escorts, and was designated as the WAKAYAMA Covering Unit; the latter, the WAKAYAMA Evacuation Unit, included MONTPELIER (F), SANCTUARY (AH17), CONSOLATION (AH15), CABILDO (LSD16), FLOYDS BAY (AVP40) and four destroyer escorts of Escort Division EIGHTY SIX. The mission of this unit was to evacuate recovered allied civilian and military personnel (RAMPS) from the Prisoner-of-War and internment camps of Western HONSHU and SHIKOKU, a group estimated at 10,000 persons. COLUMBIA was assigned to the main body of Task Force FIFTY SIX, under the direct command of Vice Admiral OLDENDORF. On 7 September, however, the Division Commander was directed to order one of his ships to the MARIANAS for duty and COLUMBIA was designated. She departed BUCKNER BAY on 9 September.

9 September 1945.

Positions: 0800 - BUCKNER BAY.
 1200 - BUCKNER BAY.
 2000 - 27-01.5 N; 129-29.0 E.

Sunrise: 0558
Sunset : 1846

Weather: Fair with moderate winds.

Task Group FIFTY SIX point FIVE sortied from BUCKNER BAY in the late forenoon of 9 September. In an eleventh hour change of plans LUNGA POINT's air group was disembarked and the ship transferred from the covering unit of the Task Group to the

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evacuation unit. USCGC TANEY (W37), with Captain S. W. KING U. S. Naval Reserve, prospective Port Director WAKAYAMA embarked, was also added. Task Unit FIFTY SIX point FIVE point TWO was screened by Commander Escort Division EIGHTY SIX in MCGINTY (DE366), FRENCH (DE367) and DOYLE (DE368), plus two destroyer transports, COFER (APD62) and TATUM (APD81). SANCTUARY failed to sortie with the task unit due to a faulty anchor winch, but after abandoning her anchor joined the formation in the afternoon.

During the afternoon and evening the Evacuation Unit proceeded at 14 knots on northeasterly courses enroute WAKAYAMA, the covering unit keeping about six miles astern. Task Unit FIFTY SIX point FIVE point TWO's heavy ships were formed in column, and burned running lights; the hospital ships were illuminated in accordance with international rules.

10 September 1945.

Positions: 0800 - 28-59 N; 131-46 E.
 1200 - 29-51 N; 132-25 E.
 2000 - 31-35 N; 133-27.5 E.

Sunrise: 0559
Sunset : 1814

Weather: Cloudy with fresh winds and moderate sea.

At 0000 - Task Unit FIFTY SIX point FIVE point TWO steaming as before enroute OKINAWA to HONSHU to evacuate former prisoners of war and internees. Task Unit Commander in MONTPELIER, with LUNGA POINT, CABILDO, TANEY, FLOYDS BAY astern in column, SANCTUARY and CONSOLATION on quarters of FLOYDS BAY, four Destroyer Escorts and two APDs screening ahead. Task Unit FIFTY SIX point FIVE point ONE operating astern, conforming to course and speed of this unit, and furnishing CAP.

At 0900 - HOPPING (APD51) with U. S. Navy Medical Unit embarked, joined formation from OKINAWA, reported for duty to Task Unit Commander and delivered mail. At 1230 and at 1312 destroyers of Task Unit FIFTY SIX point FIVE point ONE destroyed floating mines.

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11 September 1945.

Positions: 0800 - 33-24.5 N; 135-05.5 E.
 1200 - 33-24.8 N; 134-55.8 E.
 2000 - WAKANOURA WAN, WAKAYAMA.

Sunrise: 0540
Sunset : 1814

Weather: Overcast in morning, gradually clearing,
 moderate winds, smooth sea.

At 0000 - Task Unit FIFTY SIX point FIVE point TWO steaming as
 before enroute OKINAWA to WAKAYAMA, HONSHU. Task
Unit FIFTY SIX point FIVE point ONE operating astern.

At 0110 - MONTPELIER SK picked up Cape MUROTO-ZAKI, on Southeast-
 ern SHIKOKU, at 64 miles bearing 350°.

At 0530 - Made SG contact with units of Task Group FIFTY TWO
 point SIX, the WAKAYAMA Sweep Group, and began to close
them.

At 0615 - Contacted SIMS (APD50), sailed from TOKYO with U. S.
 Army recovery teams embarked, to rendezvous with
this unit.

At 0630 - Commander Task Group FIFTY TWO point SIX commenced
 transferring Japanese pilots to various vessels this
unit; SIMS commenced transfer of U. S. Army personnel to TATUM,
on completion of which she was directed to return to TOKYO.

For the next four hours, this unit lay to in the
approaches to KII SUIDO, the gulf which is the eastern entrance
to the Inland Sea. There was good reason for hesitation. Com-
mander Task Group FIFTY TWO point SIX, Captain A. M. TOWNSEND,
U. S. Navy, (Commander Mine Squadron THREE), had not expected
the Evacuation Unit to appear until 12 September, or to penetrate
to WAKAYAMA until 13 September. After conferring with Commander
Task Group FIFTY TWO point SIX, Japanese pilots, and (by voice
radio) Commander Task Group FIFTY SIX point FIVE, the Task Unit
Commander finally decided to enter KII SUIDO. About 1145,
accordingly, the Evacuation Unit at slow speeds commenced follow-
ing the sweeps into KII SUIDO, MONTPELIER and LUNGA POINT stream-
ing paravanes and the unit forming in column for the entry.

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Task Unit FIFTY SIX point FIVE point ONE remained outside and continued to furnish CAP.

At 1545 - MONTPELIER passed I SHIMA, an island in the narrowest part of KII SUIDO, abeam to port, and continued by various courses and speeds (up to 15 knots).

At 1650 - McGINTY, the lead ship of the formation, came to a northeasterly course for WAKANOURA WAN, smaller but comparatively sheltered anchorage just south of WAKAYAMA Beach.

At 1729 - Directed the task unit to proceed independently to assigned berths in WAKANOURA WAN.

During the evening the original contact was made with Major B. F. MALONEY, AUS, SIXTH Army representative in the WAKAYAMA area, who had arrived there during the morning to assist the Evacuation Unit and to prepare the way for landing of the I Corps of the SIXTH Army. Contact was also made with Japanese officials representing the Vice Governor of the WAKAYAMA Prefecture.

12 September 1945.

In the forenoon, representatives of Commander Task Unit FIFTY SIX point FIVE point TWO went ashore and examined facilities for processing, examining and transporting recovered allied military and civilian personnel (RAMPS) from the WAKAYAMA-OSAKA Railway Depot to the evacuation ships in WAKANOURA WAN. Japanese civil authorities were found to be cooperative and a resort hotel, the MAMPA RO, on the north shore of WAKANOURA WAN, was obtained by Major MALONEY for use in processing RAMPS. A small warehouse near the only serviceable jetty in WAKANOURA WAN was taken over as headquarters for the Beachmaster Shore Patrol. In the afternoon, a conference of commanding and medical officers of ships of the Task Unit was held in MONTPELIER, and details were worked out from the preliminary plan submitted by the staff of the Task Unit Commander.

When the Evacuation Unit was formed, intelligence services had estimated the total of RAMPS to be evacuated through WAKAYAMA at 10,000. During the afternoon it was learned from Major MALONEY, the SIXTH Army representative, that only about 2600 were to be expected. At first, it was thought that the first of these would

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arrive during night of 12 - 13 September, but these were diverted and never appeared.

The Port Director, in TANEY, commenced operations which included maintenance of the Boat Pool, which consisted of eighteen LCMS and eighteen LCVPs transported to WAKAYAMA by CABILDO.

13 September 1945.

Throughout the day preparations were made for the arrival of the RAMPS. The hospital unit and the medical examination rooms of the MAMPA RO Hotel were set up, staffed and equipped by all ships in the unit but principally, of course, by the hospital ships. Showers and a decontamination unit were installed. Stocks of fresh clothing were sent ashore, a galley set up to feed on a 24 hour basis, and voice radio and signal stations established at the hotel and at the Beachmaster's headquarters. Shortage of water posed a serious problem at this time and it was seriously considered anchoring an LCI of the Sweep Group near the hotel to provide it, but the Japanese were finally able to supply adequate pressure and the LCI was not used.

HMNZS GAMBIA (CL) and NIZAM (DD) stood in during afternoon and immediately put all their facilities at the disposal of the Commander, Evacuation Unit. Japanese civil authorities continued to be cooperative; there was little contact with Japanese military or naval authorities.

14 September 1945.

The first train bringing RAMPS to WAKAYAMA from the P.O.W. camp at NII HAMA, in SHIKOKU, was delayed for two hours, but finally delivered its cargo at the WAKAYAMA Depot at about 1030. Japanese trolleys delivered them to the dockside, where they were divided into litter-case and ambulant classes. The litter cases, including those mentally defective and (should any appear) women and children, were to be processed and despatched directly to designated hospital ships. The ambulant males (by far the great majority) were transported by boat from the jetty to the MAMPA RO Hotel, about a quarter mile to the westward, where they were processed. Lack of transportation and a tortuous road dictated the use of boats. Upon arrival at the hotel, the RAMPS checked their gear and were stripped, showered and decontaminated.

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They underwent a thorough medical examination, were issued fresh ship's store stock clothing, were fed and examined. SIXTH Army Recovery Teams interviewed each RAMP, giving him an opportunity to send a cable home and to file an affidavit with the War Crimes Commission Representative. A Records Unit compiled statistics on the RAMPS in order to comply with all Force and Fleet requirements, and a designating officer assigned each RAMP to his ship. Upon leaving the hotel and reclaiming their gear, the RAMPS were sent directly by boat to their assigned ship.

This procedure was an exhaustive one, and at first worked slowly. As bottlenecks were discovered and corrected, the flow of processed RAMPS approached 100 per hour. Fortunately, the times of arrival of the various trains was staggered enough to permit relatively easy handling. The work was impeded but not stopped by heavy rains and by a series of failures of electric light and water power during the night of 14 - 15 September.

15 September 1945.

The work of processing and embarking RAMPS continued without halt throughout the morning of 15 September. By 1500 the last RAMP had been embarked in his evacuation ship. During twenty seven hours a total of 2568 recovered personnel had passed through the processing machinery. They came from P.O.W. and civilian internment camps at OBE, ZENTSUJI, NII HAMA (HIROSHIMA No. 2), TAMANO (HIROSHIMA No. 3), OMINE (HIROSHIMA No. 4), MOTOYAMI (HIROSHIMA No. 6) and OHAMA (HIROSHIMA No. 7). They included U. S. sailors from GUAM, U. S. Marines from WAKE, U. S. soldiers from CORREGIDOR and BATAAN, Australians captured in JAVA, Dutch from SUMATRA, British and Scotch taken at SINGAPORE and HONGKONG. Oddly enough, there were no women, no children and only a handful of civilians. A detailed breakdown by nationality, branch of service, and physical condition is appended to this War Diary. See Appendix ABLE.

On 14 September Vice Admiral OLDENDORF (Commander Task Force FIFTY SIX), Rear Admiral STRUBLE (Commander Minecraft Pacific) and Rear Admiral SMITH (Commander Service Squadron TEN), had arrived by seaplane and inspected the WAKAYAMA area, with particular reference to the processing of RAMPS. This party left the following day. On the 14th Task Unit FIFTY SIX point FIVE point THREE, composed of five LSTs, escorted by J. L. WILLIAMSON (DE370) and T. PARKER (DE369), arrived with clothing and other equipment for RAMPS and a Truck Company of the SIXTH Army. The truck company debarked that night but since the RAMP

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equipment was not needed at WAKAYAMA, this Task Unit was sailed for NAGASAKI the next day. Early on 15 September, NEW JERSEY, wearing the Flag of Admiral SPRUANCE, with Commander Destroyer Squadron SIXTY SIX in PUTNAM (DD757) stood in and Commander FIFTH Fleet made a tour of inspection ashore.

Other arrivals on the 15th included Commander Task Group FIFTY SIX point FIVE in MAKIN ISLAND with DENVER, CLEVELAND, Commander Destroyer Squadron SIXTY THREE in COMPTON (DD705) plus GAINARD (DD706), ROWAN (DD782), and J.R. PIERCE (DD753). Commander FIFTY SIX point FIVE designated Commander Task Unit FIFTY SIX point FIVE point TWO as SOPA (Admin). On the same morning SANCTUARY and CABILDO were sailed for OKINAWA and in the afternoon HOPPING, escorted by FRENCH, departed for GAUM. The fourth evacuation ship, CONSOLATION, completed her loading, and with all RAMP embarkation in this area completed, LUNGA POINT and COFER were sailed empty to NAGASAKI to assist in RAMP evacuation from that port.

16 September 1945.

16 September was a comparatively uneventful day. At dawn Commander FIFTH Fleet departed WAKAYAMA in NEW JERSEY. There were no other important movements. Task Group FIFTY TWO point SIX continued sweeping the approaches to WAKAYAMA proper; the Evacuation Unit dismantled its installations ashore and retracted all personnel save for a beach patrol.

It had been planned to sail CONSOLATION for OKINAWA and TATUM for NAGASAKI to assist in RAMP evacuation but the presence of a typhoon to the southeast of the RYUKYUS and moving northwest caused these plans to be deferred and Task Unit FIFTY SIX point FIVE point THREE (LST Unit) was recalled to WAKANOURA for protection.

17 - 18 September 1945.

The 17th dawned with a falling barometer and high winds. Reports were received of damage at OKINAWA. The plot of the typhoon showed it continuing to move to the northwest, but no definite information as to its course could be ascertained. In view of the lack of information and of the limited swept searoom in KII SUIDO, the Senior Officer Present

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Afloat, after conferring with SOPA (Admin) decided to shift the heavy ships in WAKANOURA WAN to seaward berths, but not to sortie and try to gain the open sea. Minecraft were directed to take refuge in OSAKA WAN, a smaller anchorage to the south of WAKANOURA WAN. The five LSTs, Task Unit FIFTY SIX point FIVE point THREE which arrived in the afternoon were assigned protected berths in WAKANOURA WAN itself.

Accordingly, the majority of ships were at anchor on one half hours notice for full power when the center of the typhoon struck the southeast coast of SHIKOKU shortly after nightfall. At WAKAYAMA winds of 50-60 knots, with gusts up to 90 knots were experienced. The barometer fell to 28.94. Maneuvering control was lost on a good many vessels and dragging anchor was prevalent. U.S.S. TATUM (APD 81) dragged her anchor to within 200 yards of the seawall along the northeastern shore of WAKANOURA WAN and would have been driven into the wall had she not slipped her anchor. Unfortunately while accomplishing this, the First Lieutenant and two enlisted men were lost overboard. Once clear of the menace of the seawall, however, TATUM rode out the storm with no further loss.

YMS 478 was not so fortunate. Heavy seas carried her up on the north shore of WAKANOURA WAN, where she broached and capsized, and was finally desposited high and dry on the beach between DEJIMA and TANOURA villages. One officer and one man were lost during the disaster. The Commanding Officer posted an armed guard about the wreck of his ship immediately; the next morning he inspected her and reported salvage to be impossible. Subsequent inspections by Commander Task Group FIFTY TWO point SIX, and SOPA (Admin) verified this and later in the day SOPA (Admin) granted permission for the YMS 478 to be cannibalized, as material was needed immediately on other YMSs engaged in minesweeping in this area. Troops from the SIXTH Army truck company landed on the 14th assumed guard duty over the hulk during the process. When on 20 September, the WAKAYAMA area was inspected by Captain L. CURTIS, U.S. Naval Reserve, Salvage Officer attached to the Staff of the Commander in Chief, U. S. Pacific Fleet, and Captain J. M. FARRIN, U.S. Navy, attached to Staff, Commander FIFTH Fleet, this decision to strip YMS 478 was confirmed.

During the typhoon three LSTs were driven aground on the north coast of WAKANOURA WAN. U.S.S. LST 555 was driven ashore near NANBAENO HANA east of TANOURA and badly holed in the

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auxiliary engine room and main engine room. All engineering spaces were flooded and all electrical power lost. U.S.S. LST 965 grounded near KANE SAKI, flooding both shaft alleys and boiler room; both screws were damaged beyond use, shafts sprung, her starboard rudder carried away and port rudder badly bent. An attempt to retract her by the stern anchor on the evening of the 18th was unavailing. The third LST, Number 890 was similarly holed with resultant damage to shafts, screws, rudders and engineering spaces, particularly on the port side. She was grounded between DIJUNA and KANAE SAKI and also resisted efforts to refloat her on the evening of the 18th. Eventually, however, LST 890 and 965 were unbeached with the assistance of LCMS and other LSTs at 1810 I, 22 September and 0610 I, 23 September, respectively, and departed under tow for OKINAWA on 24 September.

No personnel casualties were incurred by either U.S.S. LST 555, 890 or 965.

One PBM-5 (Mariner) seaplane, Bureau Number 59216, of Patrol Squadron TWENTY SEVEN, was torn loose from her buoy near U.S.S. FLOYDS BAY (AVP 40) and shortly after her crew abandoned the ship in a rubber raft. Four of the crew were subsequently rescued, a fifth being lost. The aircraft was battered to bits during the night, but some items of equipment were salvaged.

Damage was considerable in OSAKI WAN, adjacent to and south of WAKANOURA, where small craft had been berthed. U.S.S. LCI 320 and LCI 350 were driven aground but unbeached themselves without aid at high tide on the night of 20 September. Damage was negligible and these ships returned to duty the next day. LCI 814 was damaged by a waterline collision but continued operational. One LCVP was sunk. No personnel casualties were incurred.

After the preliminary investigation had been completed on the 18th, the SOPA (Admin) convened three boards to ascertain the maximum information relating to the multiple disaster, and salvage and refloating operations as necessary were commenced. As noted above, all refloating of grounded ships was quickly accomplished with the exception of U.S.S. LST 555 which required the services of a rescue tug.

During the day CONSOLATION, escorted by McGINTY, was sailed for OKINAWA: H.A. WILEY (DM 29) also departed on the semi-weekly mail run to BUCKNER BAY.

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19 September 1945.

On the 19th pursuant Commander FIFTH Fleets despatch orders HMNZS GAMBIA and NIZAM were sailed to TOKYO. On this date SOPA (Admin) opened a series of discussions with the Japanese Naval and civil authorities, primarily with Consul General TOSHITO SATOW, Captain ANJU and Rear Admiral TADAO YOKOI in order to facilitate the landing of the I Corps over the WAKAYAMA beaches on 25 September. SOPA (Admin) also conferred with Brigadier General KEIFER and Brigadier General MURRAY, heading a small advance party of the SIXTH Army.

20 - 21 September 1945.

20 and 21st September was another relatively quiet day. J. R. PIERCE departed for and WILLARD KEITH arrived from OKINAWA, both on mail courier service. Salvage work and discussions with the Japanese liaison officials continued. The WAKAYAMA area having been thoroughly swept, a good proportion of the mincraft present were detached for BUNGO SUIDO. The Chief of Staff to SOPA (Admin) accompanied by representatives of the SIXTH Army Advance party left by plane on 21 September to inspect KURE - HIROSHIMA area and ascertain amount of typhoon damage, returning on the following day.

22 September 1945.

Early on 22 September, TENNESSEE, wearing the flag of Commander Battleship Squadron ONE, Vice Admiral OLDENDORF, CALIFORNIA and SANTEE stood in and anchored in assigned berths. With them were USCGC CAMPBELL (W32), with Commander Service Division, Commodore A. HARTLEY, U. S. Navy, embarked, COUCAL (ARS 8), ST GEORGE (AV 14), and YAKUTAT (AVP 32); Commander Task Flotilla ONE, Commodore J. T. BOTTOM, Jr., U. S. Navy, in COWELL (DD 547), Commander Destroyer Squadron SIXTEEN in FRANKFORD (DD 496), Commander Destroyer Squadron FORTY-SIX in D. W. TAYLOR (DD 551) plus BRADFORD (DD 545), BROWN (DD 546), J. C. OWENS (DD 776), CHAMPLIN (DD 601), and ORDRONAU (DD 617). HOPE (AH 7) and WESSON (DE 184) arrived later in the morning.

Upon entry, Commander Battleship Squadron ONE in a modification of his Operation Plan 6-45, allocated new task

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designators to Units of his command. He himself became Commander Task Force FIFTY ONE instead of Commander Task Force FIFTY SIX, and Cruiser Division TWELVE became part of Task Group FIFTY ONE point THREE, the Southern HONSHU-SHIKOKU Covering Group. The designation of Task Force FIFTY SIX was transferred by Commander FIFTH Fleet Operation Plan 9-45 to the Northern Japan Force under Rear Admiral DENEBRINK.

The newly arrived commands began to assume some of the command functions in WAKAYAMA. Commander Battleship Squadron ONE relieved Commander Escort Carrier Force, Pacific Fleet as SOPA, Captain J. B. VOIT, U. S. Navy in ST. GEORGE (Commander Task Unit FIFTY ONE point THREE point FOURTEEN), assumed the responsibility for the seaplane activities in the anchorage, and Commander Service Division ONE HUNDRED THREE began relieving Commander Cruiser Division TWELVE and Port Director of their logistic duties. Commander Cruiser Division TWELVE, however, remained SOPA (Admin).

23 September 1945.

On 23 September, preparations continued for the arrival of the WAKAYAMA assault covering and the landing of the I Corps of the SIXTH Army on 25 September. The Deputy Governor of WAKAYAMA, Danjiro Watanabe, Consul-General SATOW and Rear Admiral YOKAI conferred with SOPA (Admin) in the afternoon and assured him that the demands of Commander FIFTH Amphibious Force with respect to clearance of the beaches and furnishing automobiles, guides, and interpreters would be met. The Japanese reported inability to comply with the request for ship to shore communication facilities, but the already established voice circuit between WAKAYAMA and MONTPELIER was believed sufficient to meet demands.

Commencing on this date, a certain amount of controlled sight-seeing granted to ships companies, and patrols were landed to enforce current directives governing their behavior. Arrivals included CASCADE (AD 16) and three oilers.

DENVER and CLEVELAND provisioned at total of eight YMSs, four LCIs, eight AMs, two ANs; and one ATA, one PGM and one AMc. Upon completion of this provisioning, Commander Service Division 103 relieved SOPA (Admin) of all logistic duties in the area.

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24 September 1945.

The day immediately preceding the WAKAYAMA landings saw the Japanese officials comply with the last demands made on them, i.e., the submission of charts of the area, lists of naval vessels and merchant shipping in the OSAKA, KOBE and WAKAYAMA areas, and up-to-date information on navigational aids in Southern HONSHU waters.

Early in the day LSTs 851 and 661 departed for OKINAWA with the typhoon victims LST 890 and 965 in tow. ORDRONAUZ also sailed for BUCKNER BAY on mail courier-service; Commander Escort Carrier Force in MAKIN ISLAND with SANTEE, ALVIN COCKRELL, WESSON and DOYLE stood out to remain off KII SUIDO and furnish air support for the amphibious landings, while variously assigned marker ships took up stations to guide the assault convoy to its anchorage.

25 - 30 September 1945.

The Eastern Occupation Group, commanded by Commander Amphibious Group EIGHT, Rear Admiral A. G. NOBLE, U. S. Navy, in WASATCH (AGC 9), stood up KII SUIDO, anchored in assigned berths off WAKAYAMA and commenced landing the 33rd Infantry Division on schedule. HOW hour was 0830 I. Accompanying the assault shipping was the Commander FIFTH Amphibious Force, Vice Admiral H. W. HILL, U. S. Navy, in AUBURN (AGC 19).

The landing went off smoothly, the transports unloading quickly, and at noon on the 26th, Commander Amphibious Group EIGHT was able to relieve Commander Cruiser Division TWELVE of his duties as SOPA (Administrative) in order to allow the latter to prepare for the imminent task of covering the ELEVENTH Amphibious Group in its landings at KURE - HIROSHIMA, scheduled for the first week of October. With the transfer of the local Officer Messenger Mail Center from his flagship to LST 50, the regularly assigned mail ship on 28 September, Commander Cruiser Division TWELVE stood relieved of all port responsibilities.

Appendix ABLE

Ship	HOPPING (APD51)	CABILDO (LSD16)	SANCTUARY (AH17)	CONSOLATION (AH15)	Totals
Destination	MARIANAS	OKINAWA	OKINAWA	OKINAWA	
<u>Nationality and Branch of Service</u>					
U.S.A. Off.			5	2	7
U.S.A. Men			60	189	249
U.S.N. Off.	1			1	2
U.S.N. Men	64			2	66
U.S.M.C. Off.	1				1
U.S.M.C. Men	73			6	79
U.S. Civilians			1	1	2
U.S. Mcht. Mar.					0
Canadians					0
British Army			593	568	1161
British Civilians					0
Royal Navy			12	2	14
Royal Air Force			19	33	52
Australian Army		70	152	236	458
Australian Civ.					0
R.A.N.				4	4
R.A.A.F.			2		2
New Zealand Army			1	1	2
New Zealand Civ.			3		3
Dutch Army		148	247	7	402
Dutch Navy		23	27		50
Dutch Air Force			2		2
Dutch Civilians		8	3		11
Armenian Civ.			1 *		1
Totals	139	249	1128	1052	2568
<u>Miscellaneous</u>					
Captured in P.I.	37		63	191	291
From P.O.W. Camps at	HIROSHIMA 2, 5; ZENTSUJI	HIRO-SHIMA 2	HIROSHIMA 2, 3, 4, 6; ZENTSUJI	HIRO-SHIMA 4, 5, 6, 7	
<u>Physical Breakdown</u>					
Mental Cases			3		3
Litter Cases			128	39	167
Troop Hosp. Cases		21	189	66	276
Troop Ambulant	139	228	808	947	2122
Physical Total	139	249	1128	1052	2568

* One Armenian Civilian was embarked by mistake. Captured in JAVA, he was entrained from HIROSHIMA No. 1 for WAKAYAMA. This error was subsequently approved by the U. S. Consular Service.