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FILE NO. A16-3/ACT
SERIAL 066

COMMANDER TRANSPORT DIVISION SIXTY
AMPHIBIOUS FORCES, PACIFIC FLEET

c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

SEP 17 1945

From: Commander Transport Division Sixty.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Task Group 31.4 (ComTaskFlot 4).
(2) Commander Task Force 31 (ComBatDiv 7).
(3) Commander THIRD Fleet.
(4) Commander in Chief, United States Pacific Fleet.

Subject: Action Report, Task Unit 31.4.2 - Occupation of YOKOSUKA Naval Base and Air Station, TOKYO KAIWAN, JAPAN, 30-31 August 1945.

Enclosures: (A) Landing Attack Order No. A9-45 of 24 August 1945. *Not photostated p. 6*
(B) List of Troops and Cargo carried in TU 31.4.2. *p. 34*
(C) Action Report, USS GRIMES (APA 172). *p. 35*
(D) Action Report, USS BRAXTON (APA 138). *p. 40*
(E) Action Report, USS LANIER (APA 125). *p. 45*
(F) Action Report, USS MERIWETHER (APA 203). *p. 48*
(G) Action Report, USS WAUKESHA (AKA 84). *missing*
(H) Action Report, USS MELLETTE (APA 156). *p. 52*

1. SUMMARY.

Commander Transport Division Sixty (Captain A. T. MOEN, U.S. Navy, USS GRIMES (APA 172), flagship) operating as CTU 31.4.2 less BRAXTON departed SAGAMI WAN, HONSHU, JAPAN at 0244, 30 August 1945, and proceeded to Transport Area ABLE off YOKOSUKA Naval Base, TOKYO KAIWAN, HONSHU, JAPAN, where this unit disembarked the original occupation force in this area, which consisted of the 4th Marine Regiment Reinforced of the 6th Marine Division on 30-31 August 1945.

2. TASK ORGANIZATION.

Task Unit 31.4.2 was designated Transport Unit ABLE under CTG 31.4 (Commander Transport Group) by CTF 31 Operation Plan No. 1-45 of 20 August 1945. Task Unit 31.4.2 was composed of the following vessels:

USS GRIMES (APA 172) (F)
USS BRAXTON (APA 138)
USS MELLETTE (APA 156)
USS LANIER (APA 125)
USS MERIWETHER (APA 203)
USS WAUKESHA (AKA 84)

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August 1945.

The mission of Task Unit 31.4.2 was to transport and land original occupational forces and supplies at YOKOSUKA Naval Base and Air Station, TOKYO KAIWAN, HONSHU, JAPAN. For basic assumptions and summary of the situation, see Enclosure (A).

3. SUMMARY OF THE WEATHER, TOKYO BAY AREA.

30 August 1945: Sunrise 0512, Sunset 1811. Area under the influence of a tropical maritime air mass of high pressure, the center of which was located about 1200 miles east of TOKYO: scattered high and low clouds; good visibility; wind - south southeast, 12-15 knots, increasing towards end of day; sea-light with moderate swell from south.

31 August 1945: Sunrise 0512, Sunset 1810. Area continued under influence of tropical maritime air mass of high pressure with center about 1200 miles east of TOKYO, the approach of frontal activity from the west causing an area of convergence: sky-overcast, beginning about 0600 with broken low clouds and intermittent light rain from 0900 to 2100; wind-south southwest, 15-20 knots (maximum 30 knots, moderating to less than 10 knots after 2000); visibility-10 miles plus from 0000-0900, lowering to 6-8 miles throughout the rest of the day; sea-moderate with heavy swell from south.

Despite the rain and choppy seas experienced during the cargo phase, the entire operation was completed as scheduled without serious casualty.

4. CHRONOLOGICAL ACCOUNT OF EVENTS (All times used-ITEM).

30 August 1945: 0244 - Underway from SAGAMI WAN in single column 3000 yards astern of three minesweepers. Proceeded to Transport Area ABLE off YOKOSUKA Naval Base, TOKYO KAIWAN. All ships in proper berths and the order "land the landing force" was executed at 0730. A Japanese pilot was on board during this time, but after initial interrogation was not employed.

All ships put boats in the water.

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Transport Unit control officers for RED and GREEN beaches
proceeded to take up stations on lines of departure as follows:

RED Beach - Primary Control in LCP(R) from GRIMES; Secondary
Control in LCP(L) from LANIER.

GREEN Beach - Primary Control in LCP(L) from WAUKESHA;
Secondary Control in LCP(L) from GRIMES.

Buoys were dropped at the lines of departure, on turning
lanes to RED 1 and 2, and also at the turn in the approach to GREEN beach.

At 0815, after all boats had been put into the water and
the boats which were to comprise the first waves had left the Transport
Area for the lines of departure, HOW Hour was advanced one half hour,
from 1000 to 0930. This necessitated an increase in radio traffic in
order to inform control officers and wave commanders. However, due to
the excellent co-ordination of boat group commanders and control officers
and the almost perfect functioning of communication circuits, the waves
hit the beach on schedule (RED Beach at 0930; GREEN Beach at 0929).

Thereafter, a total of seven timed assault waves were
landed on RED Beach and nine on GREEN Beach. These waves completed
landing on schedule at 1017.

Immediately following these waves, occupation units of
Task Unit 31.4.2 consisting of Fleet marines and bluejackets were landed
on RED and GREEN Beaches by the USS MONITOR (LSV 5), USS GARRARD (APA 84)
and the USS OZARK (LSV 2).

During the above period, the USS BRAXTON (APA 138) had
sailed from SAGAMI WAN at 0120, proceeded to TOKYO KAIWAN, and had landed
the 2nd Battalion of the 4th Regiment Reinforced of the 6th Marine Division
on FUTTSU SAKI at 0558 in order to demilitarize possible coast defense and
other guns. After completion of this mission, forces were reembarked in
the BRAXTON's boats which were directed seven miles across TOKYO Bay by
CTU 31.4.2 control boat radio, and effected a shore-to-shore landing on
GREEN Beach.

Boats carrying tracked vehicles began to arrive at the
lines of departure about 1000, and were sent in as called for by the
beachmaster. Starting at about 1130, 16 LCMs carrying medium tanks from
the USS CATAMOUNT (LSD 17) were landed on GREEN Beach at five minutes
intervals.

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The cargo phase continued until 2246 when a mine was reported in the boat lanes leading to GREEN Beach. The area was swept which necessitated halting of the cargo phase for about four hours. Operations continued after the minesweeper reported sinking what it described as a buoy.

31 August 1945:

Discharging of troops and cargo shown in Enclosure (B) was completed as follows:

USS GRIMES	- 0800
USS MERIWETHER	- 1645
USS LANIER	- 1200
USS MELLETTE	- 1600
USS BRAXTON	- 1651
USS WAUKESHA	- 0012, 1 Sept.

5. SPECIAL COMMENTS AND INFORMATION.

(A) The use of LCP(R) and LCP(L) small craft as control vessels is considered advantageous when landings are being conducted in confined areas such as YOKOSUKA WAN, and where this type vessel can be readily located on station with its limited navigational equipment. Movements of larger units in and out of these areas are not hindered by this type of control vessel whereas larger types might restrict and even obstruct passage of channels. In this instance, the USS SAN DIEGO (CL 53) entered the harbor without difficulty while landing operations were in progress on both RED and GREEN Beaches.

(B) Secondary control boats at the right angle turn in the approach to GREEN Beach, and at the split in the approaches to RED Beaches 1 and 2, were used most successfully. No delay or confusion resulted despite the variation from the standard procedure of approaching the beach directly from the line of departure.

(C) CTU 31.4.2, early in the operation, requested that LSMs be made available in sufficient numbers to assist in the unloading and transporting to the beach of bulldozers, prime movers, and other equipment too heavy for ships' boats. However, none were available during the early stages of the cargo phase when it was of utmost importance to clear and improve beach areas. Consequently, some difficulty was experienced in keeping the beach clear until larger landing craft could be made available to carry needed equipment in.

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August 1945.

As in all amphibious operations to date, the necessity for bulldozers and prime movers in the early waves was evident. Sufficient cranes of the "cherry picker" type were not available, and as a result much heavy, slow-moving cargo had to be man-handled. With proper equipment, this heavy cargo could have been net loaded into trucks direct from the boats, thereby decreasing the congestion on the beaches. GREEN Beach, which was the main cargo beach for this landing, had an overhang its entire length, and as a result ramps had to be cut down to the beach to provide access for vehicles.

(D) Although the advancement of HOW Hour was made after boats of the first waves had left the Transport Area for the lines of departure, landings were completed without delay in the schedule. However, there was little time to spare, and it is not considered advisable to change HOW Hour as was done in this instance if it can be avoided. A single error in communications could easily result in failure.

(E) Landings were effected on concrete ramps on RED Beach 2. Fortunately, the calm condition of these waters at the time permitted these landings without mishap. However, beaching of boats on concrete should be avoided should any heavy surf be encountered.

(F) The use of hydrographic boats and personnel was also an important factor in these landings. Immediately upon arriving on the beach, CTU 31.4.2 Beachmaster surveyed the area fronting and adjoining the main beaches. As a result, other areas were located where landing craft could safely be beached, which assisted in the cargo phase, while the main areas were clogged due to lack of proper equipment as noted above in sub-paragraph (C) above.

(G) Aerial photography was excellent, as was other information on the area. Despite the urgency of the situation and other unfavorable conditions existing during the planning phase, the occupation of YOKOSUKA Naval Base and Air Station was accomplished on schedule without casualty to personnel, and according to plan.

A. T. MOEN

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Serial 0002

Landing Attack Order
ComTransDiv 60 No. A9-45

UNITED STATES THIRD FLEET,
YOKOSUKA Occupation Force,
T.U. 31.4.2 Transport Unit ABLE
and ComTransDiv 60,
U.S.S. GRIMES (APA 172), Flagship,

AT SEA,
24 August 1945.

TASK ORGANIZATION

(a) 31.4.2 Transport Unit ABLE, Captain Moen

GRIMES (APA 172) (F)	5 APA
MERIWETHER (APA 203)	1 AKA
LANIER (APA 125)	
MELLETTTE (APA 156)	
BRAXTON (APA 138)	
WAUKESHA (AKA 84)	

1. General Situation. JAPAN has capitulated. Further information of the TOKYO Bay Area will be obtained by Commander THIRD FLEET from JAPANESE officials who tender local surrender.

Enemy Forces. (a) Heavy concentrations of major caliber coast defense batteries are located in the TOKYO Bay Area.

(b) Seven to eight ARMY divisions have been reported stationed in the TOKYO Bay Area.

(c) Recent reports indicate the presence of numerous submarines and human torpedoes in the SAGAMI WAN Area.

(d) The air strength of the TOKYO Plains is estimated at a total of 3,000 combatant and trainer planes.

(e) While the JAPANESE have agreed to disarm and demilitarize the TOKYO Bay Area, the possibility of treacherous employment of any or all of these offensive weapons cannot be overlooked.

Own Forces. (a) For information on own forces, refer to CTF Operation Plan No. 1-45.

2. This task unit will on LOVE Day land one reinforced battalion from the U.S.S. BRAXTON on the southern beaches of FUTTSU SAKI at about HOW - 3 hours. Beginning at HOW Hour, land the FOURTH MARINE REGIMENT, Reinforced, of the SIXTH MARINE DIVISION, across RED and GREEN beaches in the YOKOSUKA Area.

3. (a) Transports will comply with instructions contained in Transport Doctrine except as modified by this order.

(x) This order is effective immediately for planning and will become effective at 0001 (ITEM) LOVE Day. The landing on FUTTSU SAKI beaches will be made upon arrival of the BRAXTON at a point midway between points TG and FO.

NO

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4. Logistics and reports in accordance with Annex (F) to CTF 31 Operation Plan No. 1-45. Attention is particularly directed to the fuel and provisions reports required of all ships by this annex.
5. Communications in accordance with PAC 70 (B), CTF 31 Operation Plan No. 1-45 and CTG 31.4 Operation Plan No. 1-45, as amplified by Annex (C) to this order. Use zone minus nine (ITEM) time as operation time. Use zone ZEBRA time in the date/time groups of all dispatches. Commander Task Unit 31.4.2 (Transport Unit ABLE) in U.S.S. GRIMES (APA 172).

A. T. Moen
A. T. MOEN,

Captain, U. S. Navy,
C.T.U. 31.4.2, Transport Unit ABLE
and ComTransDiv 60.

Annexes

- (A) Landing Attack Plan.
(B) Intelligence Annex.
(C) Communications Plan.
(D) Hydrographic Information.
(E) Logistics Plan.

Distribution

CominCh	(12)	CTF 31	(2)
CNO	(3)	CTG 31.1	(1)
Comdt. MarCorps	(1)	CTG 31.3	(3)
CinCPac (Adv.)	(12)	CTU 31.3.1	(3)
Com3rdFlt	(2)	CTG 31.4	(2)
ComGenFMFPac	(1)	CTU 31.4.3	(1)
ComPhibsPac	(2)	CTU 31.4.4	(1)
Com3rdPhibFor	(2)	CTU 31.4.5	(1)
ComGen3rdPhibCorps	(1)	CTG 31.5	(1)
AdComPhibsPac	(5)	CTG 31.8	(2)
ComTransRons 14,15,19,20,24 (each)	(1)	SAN DIEGO (CL 53)	(1)
ComTransDivs 42,57,71 (each)	(1)	OZARK (LSV 2)	(1)
ComDesDiv 106	(1)	MONITOR (LSV 5)	(1)
GRILES (APA 172) (includes	(3)	GARRARD (APA 64)	(1)
LERIWEATHER (APA 203) 1 copy for	(3)	SHADWELL (LSD 15)	(1)
LANIER (APA 125) distribution	(3)	SAN MARCUS (LSD 25)	(1)
MELLETT (APA 156) to CO of	(3)	SIMS (APD 30)	(1)
BRAXTON (APA 138) troops	(3)	PAVLIC (APD 70)	(1)
WAUKESHA (AKA 34) embarked)	(3)	REEVES (APD 52)	(1)
Naval War College (deferred)	(1)	H.A. BASS (APD 124), GOSSELIN (APD 126)	
ANSCOL (deferred)	(1)	BARR (APD 39), WANTUCK (APD 125), RUMBLE	
Comdt. MarCorps Schools (deferred)	(1)	(APD 35), W.J. PATTISON (APD 104),	
IST 1083	(1)	BEGOR (APD 127) (each)	(1)

Wm. S. Hull
W. S. HULL,
Lieutenant, USNR,
Staff Secretary.

Landing Attack Order

ComTransDiv 60 No. A9-45

LANDING ATTACK PLAN

1. This annex governs the landings to be conducted by Transport Unit ABLE in the YOKOSUKA Area on LOVE Day beginning at HOW Hour and the FUTTSU SAKI landing about HOW minus 3 hours.
2. HOW Hour and LOVE Day are tentatively set for 1000 ITEM, 28 August 1945.
3. Transport Unit ABLE will land on Beaches RED, GREEN and PURPLE. BRAXTON will land on the south side of FUTTSU SAKI at PURPLE Beach, to be designated after reconnaissance and clearing of underwater obstructions. BRAXTON will land the 2ND BATTALION of the 4TH MARINE REGIMENT, Reinforced, at HOW minus 3 hours upon arrival midway between points TG and OF on LOVE Day in accordance with CTF 31 Operation Plan No. 1-45, CTG 31.3 Operation Plan No. 1-45, CTG 31.4 Operation Plan No. 1-45 and Transport Doctrine. After carrying out mission, the 2ND BATTALION will be re-embarked in BRAXTON boats and will proceed to the line of departure off GREEN Beach and land as directed. BRAXTON will proceed to Transport Area ABLE upon completion of landing 2ND BATTALION of 4TH MARINE REGIMENT, Reinforced, and anchor in assigned berth.
4. Transport Unit ABLE less BRAXTON will land on Beaches RED and GREEN beginning at HOW Hour, LOVE Day. LANIER and MELLETTE will land assault troops across RED and GREEN Beaches, respectively, at HOW Hour. GRIMES and MERIWETHER will load troops as boats become available and land across designated beach or beaches when directed. WAUKESHA will provide boats as directed by this order until cargo phase begins.
5. All landing boats will be fully equipped for an assault landing as provided in Transport Doctrine. Crews will be in complete combat uniform and boats fully equipped.
6. Cargo unloading will begin immediately upon return of boats from beach unless otherwise directed. Expedite unloading by every possible means and prepare transports for loading of repatriated prisoners-of-war.
7. During cargo unloading, ships shall submit reports of unloading in accordance with Chapter XX, Section 2059, of Transport Doctrine, except that flag hoist reports giving ABLE, BAKER and CHARLIE figures will be made hourly.

Appendices

- (I) Boat Availability Table.
- (II) Boat Employment Plan.
- (III) Assault Boat Wave Diagram.
- (IV) Boat Wave Schedule.
- (V) Approach Schedule.
- (VI) Approach Diagram, Transport Area to Rendezvous Area.
- (VII) Control Plan.
- (VIII) Beach Party Plan.
- (IX) Approach Diagram, RED Beaches.
- (X) Approach Diagram, GREEN Beach.
- (XI) Approach and Landing Chart for RED and GREEN Beaches.

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APPENDIX (I) TO ANNEX (A)

Landing Attack Order

ComtransDiv 60 No. A9-45

BOAT AVAILABILITY TABLE

	<u>ICV(P)</u>	<u>ICM(3)</u>	<u>ICM(6)</u>	<u>ICP(L)</u>	<u>ICP(R)</u>
GRIBBS (APA 172)	22		2	1	*1
HERINGBERRY (APA 203)	22	2		1	*1
LAWLER (APA 125)	22		2	1	*1
MEIJETTE (APA 156)	22	2		1	*1
BRAXTON (APA 138)	22		2	1	*1
WAUKESHA (APA 84)	#15			1	

* - Fitted for salvage.

- WAUKESHA has 1 ICV(P) and 1 ICM(3) fitted for salvage.

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APPENDIX (II) TO ANNEX (A)

Landing Attack Order
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BOAT EMPLOYMENT PLAN

<u>NO. OF BOATS</u>	<u>TYPE</u>	<u>FROM</u>	<u>TO</u>	<u>TIME OF ARRIVAL</u>	<u>PERIOD ATTACHED</u>
3	LCV(P)	WAUKESHA	LANIER	H - 1 hour	1 trip
6	LCV(P)	WAUKESHA	MELLETTTE	H - 1 hour	1 trip
2	LCM(3)	WAUKESHA	MELLETTTE	H - 1 hour	1 trip
6	LCV(P)	MERIWETHER	LANIER	H - 1 hour	1 trip
6	LCV(P)	MERIWETHER	MELLETTTE	H - 1 hour	1 trip
*2	LCV(P)	GRIMES	MERIWETHER	H / 30	1 trip

After tanks have been landed, 4 LCMs from an LSD to be assigned will report to MERIWETHER and 3 LCMs from an LSD to be assigned will report to GRIMES, to be used for unloading equipment that cannot be off loaded by ships' boats.

*NOTE: The 2 LCV(P)s assigned from GRIMES to MERIWETHER will pick up Detachment Regimental Communication Platoon and return with them to GRIMES.

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ASSAULT BOAT WAVE DIAGRAM



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APPENDIX (IV) TO ANNEX (A)

Landing Attack Order
ComtransDiv 60 No. 19-45

BOAT WAVE SCHEDULE

<u>WAVE</u>	<u>BOATS</u>	<u>EMBARKED</u>	<u>FROM</u>	<u>BEACH</u>	<u>TIME</u>
1	8 LCVPs 8 LCVPs	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	HOW Hour
2	8 LCVPs 8 LCVPs	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	H / 3 min.
3	4 LCVPs 4 LCVPs	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	H / 3 min.
4	4 LCVPs 4 LCVPs	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	H / 12 min.
5	4 LCVPs 4 LCVPs	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	H / 17 min.
6	2 LCVPs & 2 LCM(6)s 2 LCVPs	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	H / 22 min.
7	4 LCVPs 2 LCM(3)s & 2 LCM(6)s	LT 1/4 LT 3/4	LANIER MELLETTTE	RED 1 & 2 GREEN	H / 27 min.
on call	8 LCVPs	C.T. 4th H.Q.	GRIMES	GREEN	when ordered

The following on call waves are to be boated and in the vicinity of the line of departure at H / 30 minutes:

<u>BOATS</u>	<u>EMBARKED</u>	<u>FROM</u>	<u>BEACH</u>
8 LCVPs	LT 2/4	BRAXTON	GREEN
8 LCVPs	LT 2/4	BRAXTON	GREEN
6 LCVPs & 2 LCMs	LT 2/4	BRAXTON	GREEN
LCMs as available	1st Bn. 15th Marines in MEMPHIS & GRIMES	LCMs as assigned	GREEN

Tanks and LVTs from an LSD will be landed on assigned beach when directed.

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APPENDIX (V) TO ANNEX (A)

Landing Attack Order

ComTransDiv 60 No. A9-45 APPROACH SCHEDULE, GREEN AND RED BEACHES

<u>WAVE NO.</u>	<u>LEAVE-INDIFFERENT</u>	<u>ARRIVE L/D</u>	<u>LEAVE L/D</u>	<u>LAND</u>
1	H - 20	H - 14	H - 12	HOI Hour
2	H - 17	H - 11	H - 9	H / 3
3	H - 12	H - 6	H - 4	H / 8
4	H - 8	H - 2	HOI Hour	H / 12
5	H - 3	H / 3	H / 5	H / 17
6	H / 2	H / 8	H / 10	H / 22
7	H / 7	H / 13	H / 15	H / 27

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APPENDIX (VI) TO ANNEX (A)

Landing Attack Order

ComTransDiv 60 No. A9-45 APPROACH DIAGRAM, TRANSPORT AREA TO RENDEZVOUS AREA

<u>SHIP</u>	<u>*BEARING & DISTANCE (RED BEACHES)</u>	<u>*BEARING & DISTANCE (GREEN BEACH)</u>
LANIER (APA 125)	201° - 3500 yds.	173° - 2800 yds.
MELLETT (APA 156)	217° - 4000 yds.	196° - 3000 yds.
BRAXTON (APA 138)	228° - 4900 yds.	216° - 3400 yds.
GRIMES (APA 172)	196° - 4300 yds.	174° - 3700 yds.
MERTWETHER (APA203)	210° - 4800 yds.	193° - 3800 yds.
WAUKESHA (AKA 34)	221° - 5500 yds.	209° - 4300 yds.

* - Bearings and distances are from center of assigned berths in Transport Area to center of respective Rendezvous Areas and bearings are true.

Landing Attack Order

ComtransDiv 60 No. A9-45

CONTROL PLAN

1. Control vessels will at all times act in strict accordance with current Transport Doctrine.
2. Vessels will take their designated stations when ordered by CTU 31.4.2.
3. Primary Control Vessel for RED Beaches will take station at the line of departure on the right flank of the boat lane. Its position is fixed as follows: navigational light on the southeastern end of northeast breakwater bears 017° T, distance 960 yards; light on HANA SHIMA bears 215° T, distance 1700 yards; KACHIRIKI SAKI bears 165° T, distance 1650 yards; MISOGAMI HANA bears 300° T, distance 2400 yards.
4. Line of Departure for RED Beaches is located 2800 yards from Beach RED 2, on a line running 015° - 195° T, roughly parallel to Beach RED 2.
5. (a) Primary Control Vessel for GREEN Beach will take position on the line of departure on the right flank of the boat lane. Its position is fixed as follows: navigational light on the end of northeast breakwater bears 319° T, distance 3300 yards; left tangent of SARU SHIMA bears 182° , distance 1450 yards; right tangent of SARU SHIMA bears 259° T, distance 2050 yards; Fort No. 3 bears 109° T, distance 3200 yards; left tangent of Fort No. 2 bears 069° T, distance 4550 yards.
(b) Secondary Control Vessel for GREEN Beach will take the following position: left tangent of SARU SHIMA bears 076° T, distance 1330 yards; right tangent of SARU SHIMA bears 097° T, distance 1230 yards, 600 yards from GREEN Beach.
6. Line of Departure for GREEN Beach is located on a line 314° - 134° T. Its center bears 004° T from the left tangent of SARU SHIMA, distance 1120 yards; 249° T, from the left tangent of Fort No. 2, distance 4500 yards; 058° T from the right flank of GREEN Beach, distance 2200 yards.
7. Boat Group Commanders of the transports landing troops in assault will be responsible for the forming of their waves in the Rendezvous Area. They will lead the first wave from the Rendezvous Area over the line of departure to the respective beaches in accordance with Approach Schedule (Appendix (V) to Annex (A)). After the first wave has hit the beach, the Boat Group Commanders will co-ordinate and control the subsequent waves.
8. For Wave #1 on RED Beaches, LANIER will provide boat officers in boats 12, 17; for Wave #2 in boats 22, 27; for Wave #3 in boats 33, 37; for Wave #4 in boats 42, 63. WAUKESHA will provide officers in boats 43, 52, 53, 62. MERIMETTER will provide officers in boats 72 and 73.

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Landing Attack Order

ComtransDiv 60 No. A9-45 APPENDIX (VII) TO ANNEX (A) - CONTROL PLAN

9. CTU 31.4.2 will provide Control Officers for both Primary Control Vessels and the Secondary Control Vessel for GREEN Beach.
10. The Boat Wave Commander of Wave #1 embarked in boat 17 will, after retracting from the beach, take station 600 yards from the center of RED 1, which should bear 330° true. This officer will function as the Secondary Control Officer and will direct the right-hand half of each boat wave to Beach RED 1.
11. Distance between boats is 50 feet. Schedules are based on a running speed of 1500 RPMs or approximately 7 knots.
12. Waves landing on GREEN Beach will proceed to beach after leaving line of departure in column formation, and when last boat is clear of control boat will form line abreast.
13. The assigned beaches are very narrow which will require skillful seamanship and rapid retracting to insure minimum interference with oncoming waves. The time schedule for the first and second waves is very tight.

Landing Attack Order
ComTransDiv 60 No. A9-45

BEACH PARTY PLAN

1. After Marine units have conducted a survey of the YOKOSUKA area and underwater demolition teams have cleared additional landing sites, landing beaches may be redesignated.

2. For the initial assault, a beach party will be required only on GREEN Beach. A complete shore party will also be provided at GREEN Beach. Only a partial shore party will be available on RED Beaches as very little unloading will be done over these beaches.

3. The MELLETTE will embark their beach party with all equipment (including portable loud speaker) in the first of their boats to return from the beach and will land them on GREEN Beach when ordered by CTU 31.4.2 at approximately H / 40. MELLETTE Beach Party will survey GREEN Beach, mark channels and place obstruction buoys as necessary.

4. Transport Unit ABLE Beachmaster, together with his Communication Team, will land on GREEN Beach at approximately the same time as MELLETTE's Beach Party. Beachmaster will co-ordinate unloading with Landing Force Commander and take up position ashore after the initial landing which will result in the most efficient handling of the cargo phase.

5. Appropriate beach flank markers will be erected on GREEN Beach by MELLETTE's Beach Party.

6. Schedule for reliefs of beach parties is as follows:

<u>SHIP</u>	<u>FROM</u>	<u>TO</u>
MELLETTE	when ordered	0800 - D / 1
LANIER	0800 - D / 1	0800 - B / 2
MERIWETHER	0800 - D / 2	0800 - D / 3
BRAXTON	0800 - D / 3	0800 - D / 4
GRIMES	0800 - D / 4	0800 - D / 5

7. It is expected that after underwater demolition teams have completed reconnaissance of dock areas, some dock facilities will be available for unloading transports. The tentative priority for unloading at docks will be WAUKESHA, MERIWETHER, GRIMES, in that order.

8. Ships will provide food and water for beach parties, including three hot meals daily.

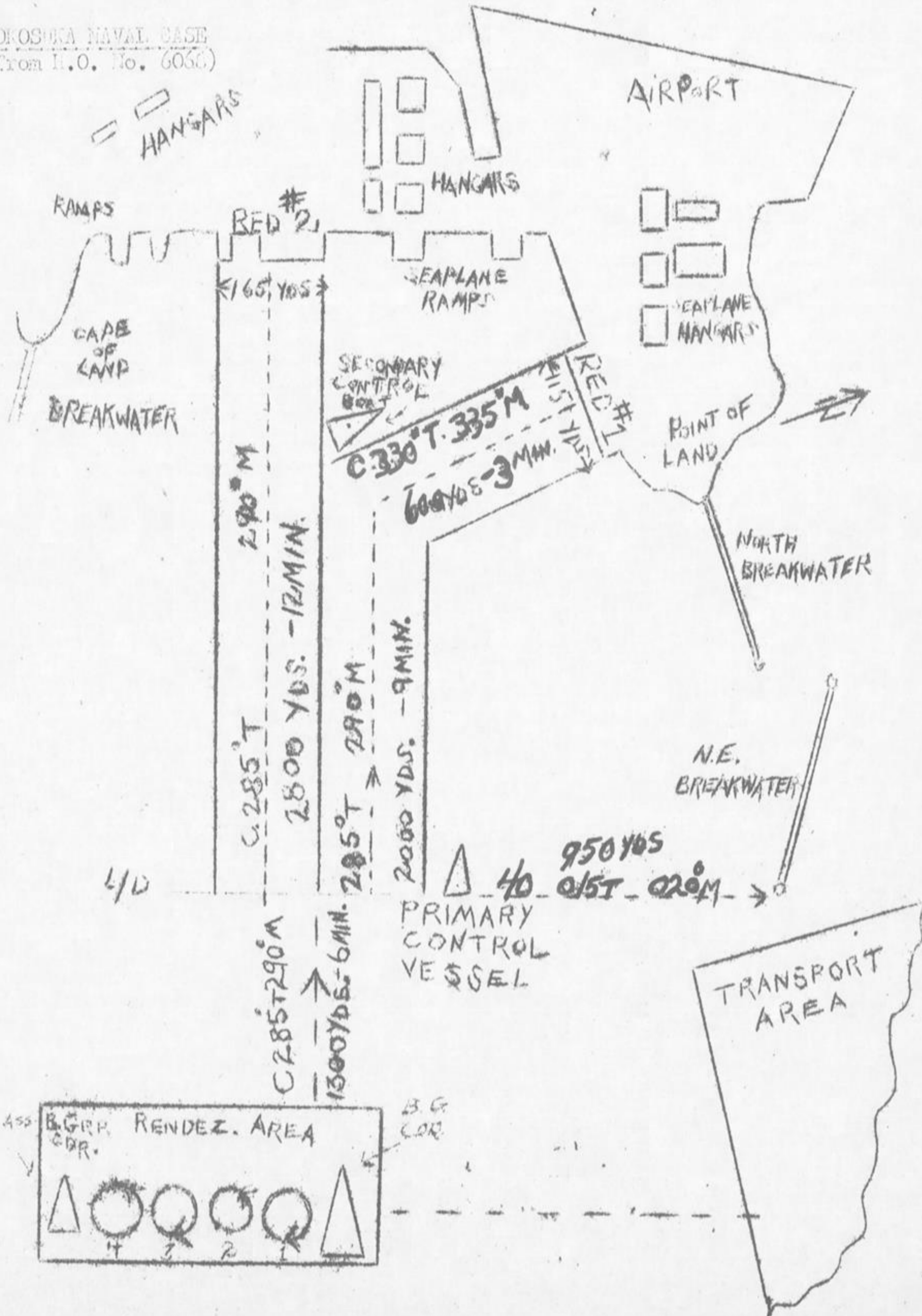
TOP-SECRET

APPENDIX (IX) TO ANNEX (A)

Landing Attack Order
ComDiv 60 No. A9-45

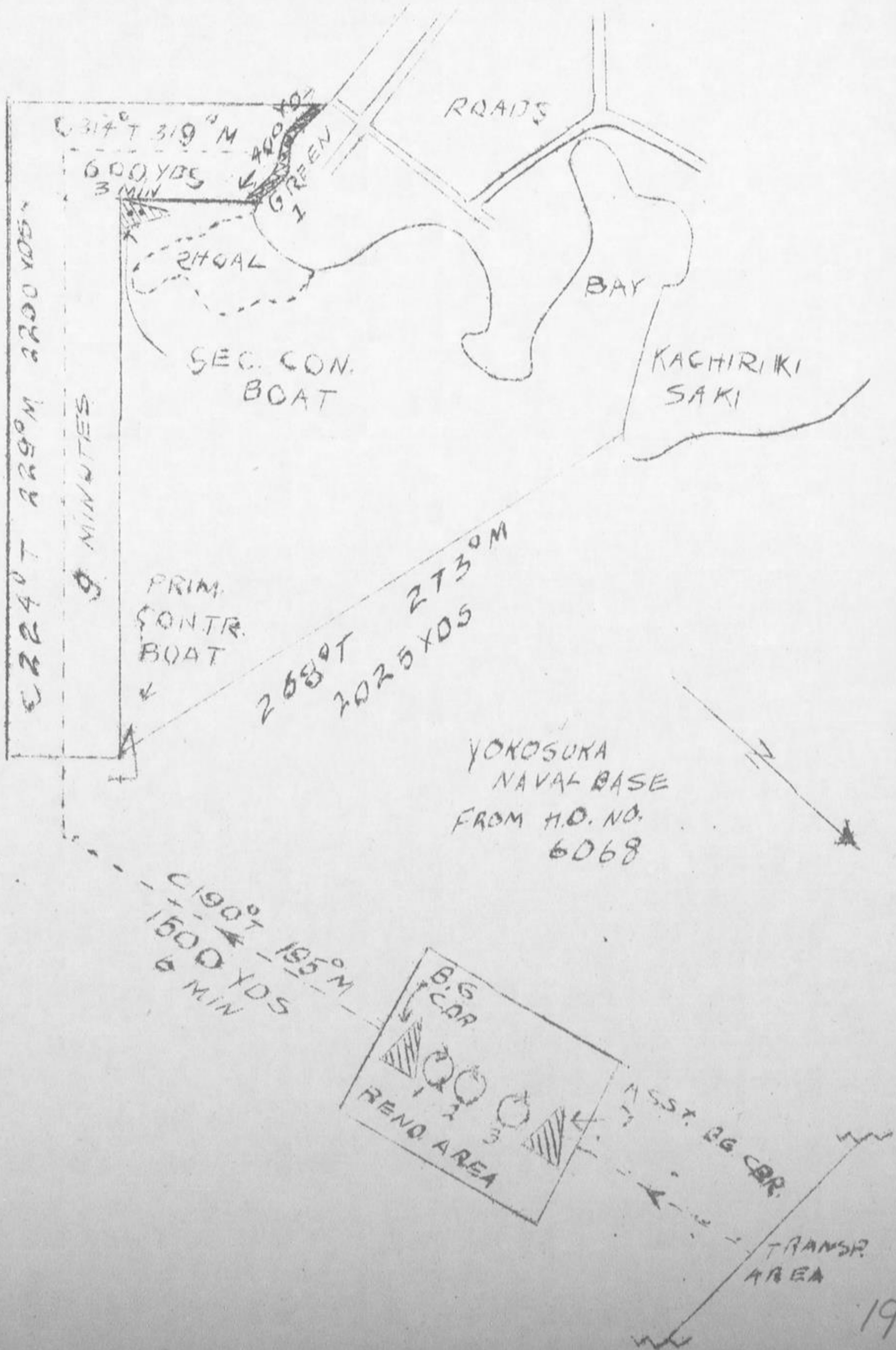
APPROACH DIAGRAM, RED BEACHES

YOKOSUKA NAVAL BASE
(from H.O. No. 6036)



Landing Attack Order
ComtransDiv 60 No. A9-45

APPROACH DIAGRAM, GREEN BEACH



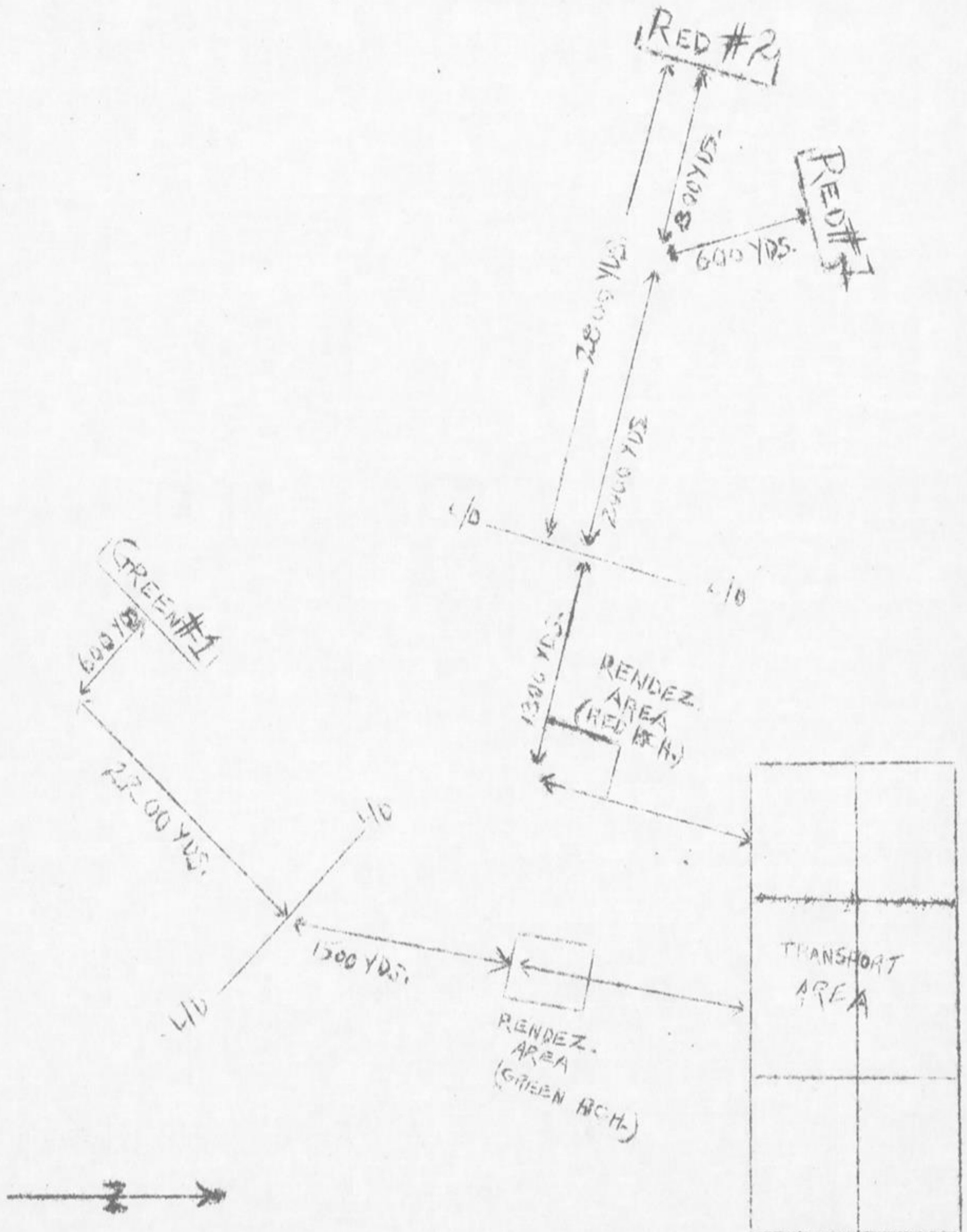
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APPENDIX (XI) TO ANNEX (A)

Landing Attack Order

ComDiv 60 No. A9-45

APPROACH AND LANDING CHART FOR RED AND GREEN BEACHES



Landing Attack Order
ComtransDiv 60 No. A9-45

INTELLIGENCE ANNEX

1. It is expected that much information and material of intelligence value will be discovered in the immediate area in which TU 31.4.2 will be operating. Prompt reporting and evaluation of such information and material will greatly facilitate and accelerate the successful occupation and control of the area by the ground forces. Therefore, each subordinate commander in TU 31.4.2 shall be responsible for:

(a) Immediate reporting by the fastest available means to CTU 31.4.2 of all details of resistance by the JAPANESE and all matters indicating preparations for resistance or intention to resist.

(b) Collection of all available intelligence information, including but not excluding anything thereby, all documents, photographs, charts, sketches, equipment, materials and records of every kind whatsoever. (So far as practicable, it should be allowed to remain where discovered and, if removed, a description with sketch of the place where found should be appended.) All items of any possible value to occupational forces should be safeguarded and preserved and turned over or reported immediately at the first opportunity to the nearest intelligence officer or unit for examination, translation, and evaluation. If found to be of no possible immediate or future value to the armed forces or governments of the United Nations, such items will be returned to the finders as souvenirs if it be so desired.

(c) The proper identification of all intelligence material and equipment with suitable markers and labels to locate, identify and warn off meddlers.

(d) Daily reporting to CTU 31.4.2 of all intelligence information collected.

(e) Prevention of souvenir hunting, looting and pillage, and the briefing of all personnel entering the area against the same. This cannot be overstressed, since much intelligence data are always destroyed or lost through negligence of personnel.

(f) Full photographic coverage of enemy equipment, material, vessels and installations.

(g) TG 31.7, Naval Shore Activities, provide for the interrogation by intelligence officers of all citizens of the United Nations who have been prisoners-of-war or who have been interned. In this connection, interrogation shall take place after they have been placed in hospitals where intelligence officers shall be stationed for the purpose.

2. Each subordinate commander shall also be responsible for the security of United Nations' classified information in his area, and shall take immediate steps, including educational measures, to safeguard the same.

3. Subordinate commanders are advised of the presence of an intelligence officer attached to CTU 31.4.2, who will assist upon request with matters of an intelligence nature.

Landing Attack Order

ComtransDiv 60 No. A9-45

COMMUNICATIONS PLAN

200. GENERAL. (A) Communications will be in accordance with PAC 70 (B) as amplified by Commander THIRD FLEET Operation Order No. 10-45, CTF 31 Operation Plan No. 1-45, CTG 31.4 Operation Plan No. 1-45, and herein.
(B) Paragraphs herein are numbered to conform with applicable chapters, sections or paragraphs of PAC 70 (B).
201. EFFECTIVE DATE. This plan is effective simultaneously with CTF 31 Operation Plan No. 1-45.
210. TIME. Local time (ITEM) will be used as time of origin unless the message is addressed to an addressee outside the group in which case GCT (ZEBRA) time will be used.
230. ENCRYPTION OF DISPATCHES. (A) CTF 31 ashore will be equipped with the following cryptographic aids: CSP 1270, CSP 1500, CSP 1607.
(B) The effective shackle numeral cipher will be used for encryption of numbers when necessary for security.
411. AUTHENTICATION. PAC 6 series will be used for authenticator on voice circuits. Attention is directed to ALPOA 090315/564. When the last group of the text is a number or a letter it will be considered spelled out as phonetic words for purposes of authentication.
841. DISTRESS COMMUNICATIONS. GRIMES designated 500 kcs. guard.
900. RADIO SILENCE. Any initial breach of radio silence as imposed by the task group commander will not be construed as permission to transmit freely.
1000. FREQUENCY PLAN. Radio Frequency Plan is in accordance with Appendix (I) to this annex. SOPA (Administrative) will activate harbor circuits on entering TOKYO Bay.
1030. RADIO EQUIPMENT. Portable radios shall be tested for proper functioning at first opportunity and for tuning and calibration upon arrival in the Transport Area. See paragraph 2916, PAC 70 (B).
1100. U. S. NAVY RADIO CALL SIGNS. Voice and combat calls from PAC 71 (A) will be used by all units according to task components. See Appendix (II) to this annex.
2401. VISUAL COMMUNICATIONS. (A) Visual means will be used for communications in preference to radio except at night or when there is probability of enemy interceptions.
(B) Channels of visual responsibility for ships beyond and in a direction away from the originator shall be followed.

Appendices

- (I) Frequency Plan.
(II) Call Signs.

Landing Attack Order
ComTransDiv 60 No. A9-45

FREQUENCY PLAN

	Inter-Ship Primary	* Inter-Ship Secondary	** Local Air Warning	*** I.F.D.	Local Ship-Shore Harbor Circuit	RCT Command Net "A"	Transport Unit ABIE Administrative	Beachmasters Common	Transport Unit ABIE Boat Control	I.F.D. ***	Boat Common	Control Vessel Common	*** Admin. Standby	*** Administrative	Control and Beachmaster Circuit
<u>FREQUENCIES</u>	72.1 mc.	34.8 mc.	34.65 kc.	2096 kc.	2716 kc.	3540 kc.	2110 kc.	5500 kc.	37.9 mc.	37.6 mc.	33.2 mc.	30.8 mc.	2032 kc.	36.4 mc.	2684 kc.
CTU 31.4.2	G	G	G	G	G	G	C		C	D	C	C	D	D	G
GRIMES (APA 172)	G	G	G	G	G	D	G		G	D	D	G	D	D	
MERIWETHER (APA 203)	G	G	G	G	G	D	G		G	D	D	G	D	D	
LANIER (APA 125)	G	G	G	G	G	D	G		G	D	D	G	D	D	
MELLETT (APA 156)	G	G	G	G	G	D	G		G	D	D	G	D	D	
BRAXTON (APA 138)	G	G	G	G	G	D	G		G	D	D	G	D	D	
WAUKESHA (AKA 84)	G	G	G	G	G	D	G		G	D	D	G	D	D	
TRANS UNIT ABIE BMASTER							G	G	G		D	G			G
TRANSPORTS' BEACHMASTERS							G	G	G		D				
CONTROL VESSEL							G		G		D	G			G
BOAT GROUP COMMANDERS									G		D				
SALVAGE BOATS									G		D				
BOAT WAVE GUIDES									G	D					

- NOTES: *
- Secure 34.8 upon arrival in Transport Area but be prepared to come up if so directed.
 - ** - Secure this circuit on arrival in Transport Area.
 - *** - These frequencies were set up by CTG 31.4 and will be guarded if and as directed by CTG.
 - **** - If you do not have sufficient equipment to man all required frequencies, these should be given lowest priority in determining those that can be manned.

Landing Attack Order

ComTransDiv 60 No. A9-45

APPENDIX (I) TO ANNEX (C) - FREQUENCY PLAN

1. C-5 TASK GROUP 31.4 COMMON 430 kc. (CW). The Task Group Common is an operational command circuit on which CTG 31.4 can reach all ships of his task group. All ships guard continuously unless otherwise directed. Traffic will be delivered by FOX method.
2. C-16 LOCAL AIR WARNING (LAW) 3465 kc. (Voice). This circuit will be used within TF 31 for air, submarine and mine warning. It shall be used by pickets and air patrol planes to give early warnings of low flying enemy planes. All ships guard continuously unless otherwise directed.
3. C-14 INTER-FIGHTER DIRECTOR (IFD) 37.6 mc. (V) (Primary). This circuit is used for co-ordinating reports between fighter directors and radar reporting between units or ships. Ships will guard when directed by CTG 31.4.
4. C-14 INTER-FIGHTER DIRECTOR (IFD) 2096 kc. (Voice) (Secondary). Secondary I.F.D. circuit to be guarded by all ships as directed by CTG 31.4.
5. A-3 LOCAL SHIP-SHORE (HARBOR) CIRCUIT (V & CW) 2716 kc. When established, this circuit will be guarded by all ships as directed by competent authority.
6. C-6 TACTICAL CIRCUIT (Primary)(Voice) 72.1 mc. Primary tactical and maneuvering circuit to be guarded by all ships in company.
7. C-12 TACTICAL CIRCUIT (Secondary) AND FLEET COMMON (Voice) 34.8 mc. To be used as secondary or standby tactical and maneuvering circuit. It shall be guarded continuously by all ships unless otherwise directed by OPC. Ships not having TBS guard continuously.
8. D2-51 TRANSDIV SHIP-SHORE ADMINISTRATIVE (Voice) 2110 kc. This is the primary circuit for administrative orders, supply requests, medical reports, prisoner of war reports and all other administrative reports. All transports, all beachmasters, and control vessels of Transport Unit ABLE when operating in conjunction with the beach during cargo unloading, must maintain a continuous guard on this channel.
9. D2-51 TRANSPORT UNIT ABLE BOAT CONTROL CIRCUIT (Voice) 37.9 mc. This is the primary operational circuit for beach and boat control. This circuit shall be used for tactical and maneuvering orders to all boats during the ship-to-shore phase of the operation. Administrative traffic shall not be transmitted on this circuit except when Transport Unit ABLE Ship-to-Shore Administrative circuit fails or at night when traffic is light.
10. D1-17 BOAT COMMON CIRCUIT (Voice) 33.2 mc. This is an alternate boat control circuit which is common to boats of all transport units. Since this circuit is designed to provide a common communications circuit for small boats of different transport units required to work together, each boat and beachmaster with only one SCR 610 shall have this frequency set up as its channel BAKER, i.e., boat group commanders, wave commanders, salvage boats and APA beachmasters.

Landing Attack Order

ComTransDiv 60 No. A9-45 APPENDIX (I) TO ANNEX (C) - FREQUENCY PLAN

11. D1-25 BEACHMASTERS COMMON CIRCUIT (Voice) 5500 kc. This is a circuit common to all beachmasters, to be used for communications between beachmasters and their assistants on or near the local beach.

12. D1-16 CONTROL AND BEACHMASTER CIRCUIT (Voice) 2684 kc. This circuit will be used primarily by senior beachmasters among themselves as a beach lateral circuit and, secondarily, as a beachmaster/control vessel circuit. Transport Group beachmasters and Transport Unit beachmasters should set up their TBXs on this frequency, having the Transport beachmaster guard for them on the Transport Unit Ship-to-Shore Administrative Net (2110 kc.).

13. D1-15 CONTROL VESSEL COMMON CIRCUIT (Voice) 30.8 mc. This circuit is common to all control vessels, used primarily by Commander Control Group for operational and administrative traffic to all control vessels. Transport Unit ABLE beachmaster shall guard as the situation requires, especially during the early assault phase.

14. TASK FORCE ADMINISTRATIVE STANDBY (Voice) 2032 kc. To be guarded by all ships when and as directed by CTG 31.4.

15. TASK FORCE ADMINISTRATIVE (Voice) 36.4 mc. To be guarded by all ships when and as directed by CTG 31.4.

16. SPECIAL RADIO EQUIPMENT. SCR 610 radios will be provided for one wave commander in each wave as follows (see Boat Wave Diagram, Appendix (III) to Annex (A), also):

<u>RED BEACH</u>		<u>GREEN BEACH</u>
<u>Ship</u>	<u>Wave Number</u>	<u>Ship</u>
LANIER	1	MELLETTTE
LANIER	2	MELLETTTE
LANIER	3	MELLETTTE
WAUKESHA	4	WAUKESHA
WAUKESHA	5	WAUKESHA
LANIER	6	MELLETTTE
MERIWETHER.	7	MELLETTTE

Landing Attack Order
ComTransDiv 60 No. A9-45

CALL SIGNS

<u>Designation</u>	<u>Voice</u>	<u>CW</u>
ALL SHIPS PRESENT	CAVALCADE	2IG
ALL SHIPS CURRENT OPERATION	MULTITUDE	5VF
ALL SHIPS UNDER MY TACTICAL COMMAND	ARDMORE	1IG
COMMANDER SCREEN	DOUGLAS	3IB
SCREEN	CONGRESS	2UY
ALL STATIONS THIS CIRCUIT (NET)	CENTRAL	2LQ
ALL TFC THIS CIRCUIT (NET)	CAPITOL	2IN
ALL TGC THIS CIRCUIT (NET)	KENWOOD	5BS
ALL TUC THIS CIRCUIT (NET)	MELROSE	5PZ
CTF 31 (AFLOAT)	BONAPARTE	1YE
CTF 31 (ASHORE)	ITCHY FINGER	4WV
TF 31	VORTEX	9OM
CTG 31.4 (COMMODORE SMOOD)	UTAH	9KG
TG31.4 (TRANSPORT GROUP)	MUSHROOM	5VP
CTU 31.4.2 (CAPTAIN MOEN)	UTAH 2	9KG2
TU 31.4.2 (TRANSPORT UNIT ABLE)	MUSHROOM 2	5VP2
GRIMES (F) (APA 172)	LESTER	5HC
MERIMER (APA 203)	TENTPOLE	8XL
LAMIER (APA 125)	STACKPOLE	8JY
MELLENE (APA 156)	BELGRADE	1RO
BRANTON (APA 138)	DANCER	3BT
WAUKESHA (AKA 84)	POTATO	6WV
CTU 31.4.3 (CAPTAIN F. P. WILLIAMS)	UTAH 3	9KG3
TU 31.4.3 (TRANSPORT UNIT BAKER)	MUSHROOM 3	5VP3
CTU 31.4.4 (CAPTAIN KENNADAY)	UTAH 4	9KG4
TU 31.4.4 (TRANSPORT UNIT CHARLIE)	MUSHROOM 4	5VP4
CTU 31.4.5 (LT. COLDR.)	UTAH 5	9KG5
TU 31.4.5 (TRANSPORT UNIT DOG)	MUSHROOM 5	5VP5
CTG 31.8 (COMMODORE SMOOT)	WOOLWORTH	9VB
TG 31.8 (SOPA ADMINISTRATIVE)	HARPSTRING	4ME
CTG 31.3 (GENERAL CLEMENT)	TARHEEL	8VK
TG 31.3 (LANDING FORCE)	UPRIGHT	9JY
CTU 31.3.1 (LT. COL. BEANS)	TARHEEL 1	8VK1
CTU 31.3.2 (LT. COL. LANTZ)	TARHEEL 2	8VK2
BLT 1/4	GAMMA	4BO
BLT 2/4	BILLYCOCK	1UA
BLT 3/4	MASIE	5OL
1st BL. 15th MARINES	NEVADA	5YJ
3rd Flt LANDING FORCE	TARHEEL 3	8VK3
BRITISH LANDING FORCE	TARHEEL 4	8VK4

Landing Attack Order

ComTransDiv 60 No. A9-45

CALL SIGNS

<u>Designation</u>	<u>Voice</u>	<u>CW</u>
COMMANDER CENTRAL CONTROL UNIT (AFLOAT)	SEASCOUT	7VA
COMMANDER CONTROL GROUP (ASHORE)	BOYSCOUT	1ZX
BEACH CONTROL OFFICER (GREEN)	GREEN BLITZ	1VPG
BEACH CONTROL OFFICER (RED 1)	RED BLITZ 1	1VPR1
BEACH CONTROL OFFICER (RED 2)	RED BLITZ 2	1VPR2
SENIOR BEACHMASTER	SKIPJACK	8CH
SENIOR BEACHMASTER SHORE STATION	SKIPJACK 1	8CH1
TRANSPORT BEACHMASTER (GREEN)	GREEN STORK	8NVG
TRANSPORT BEACHMASTER (RED 1)	RED STORK 1	8NVR1
TRANSPORT BEACHMASTER (RED 2)	RED STORK 2	8NVR2
TRANSPORT UNIT ABLE BEACHMASTER	JIGGS ABLE	4YPA
SALVAGE BOAT (APPEND PARENT SHIP HULL NO. TO CALL)	GAFFER _____	4BC _____
BOAT GROUP COMDR. (APPEND PARENT SHIP HULL NO. TO CALL)	DUKE _____	3JQ _____

BOAT WAVE COMMANDERS' CALLS SHALL BE GENERATED AS FOLLOWS: (WAVE NUMBER)
 (BEACH COLOR) (BEACH NUMBER) - EXAMPLE: 2ND WAVE TO LAND ON RED 1 BEACH - TWO RED ONE.

Landing Attack Order
ComtransDiv 60 No. A9-45

HYDROGRAPHIC INFORMATION

1. The Transport Area off the YOKOSUKA Navy Yard is a 4000 yard square with the southwest point bearing 043° T, distance 1300 yards, from the southern tip of the northeast breakwater. This is divided in half with the southern half designated Area ABLE and the half to the north Area BAKER. The co-ordinates of the southwest corner are:

LAT. $35^{\circ} - 19' - 35''$ N.
LONG. $139^{\circ} - 41' - 24''$ E.

2. Anchorages in Transport Area ABLE are in accordance with Appendix (I) to this annex.

3. (a) Anchorage Data - SAGAMI WAN.

Use H.O. Chart 1291 and 2734.

Anchorages as assigned in CTF 31 Operation Plan No. 1-45, Annex (C).

(b) Anchorage Assignments - TOKYO BAY.

CTU 31.4.2 will procure and distribute the following charts to ships of Transport Unit ABLE when available:

(1) CinCPac Anchorage Chart Number 2 (CAC 2) - Middle part of TOKYO KAIWAN - No. 5467.

(2) CinCPac Anchorage Chart Number 1 (CAC 1) - TOKYO and YOKOHAMA Districts - No. 5468.

4. Tides in YOKOSUKA Area for 28 August 1945 are as follows:

<u>High</u>	<u>Low</u>
0807	0146
2021	1353

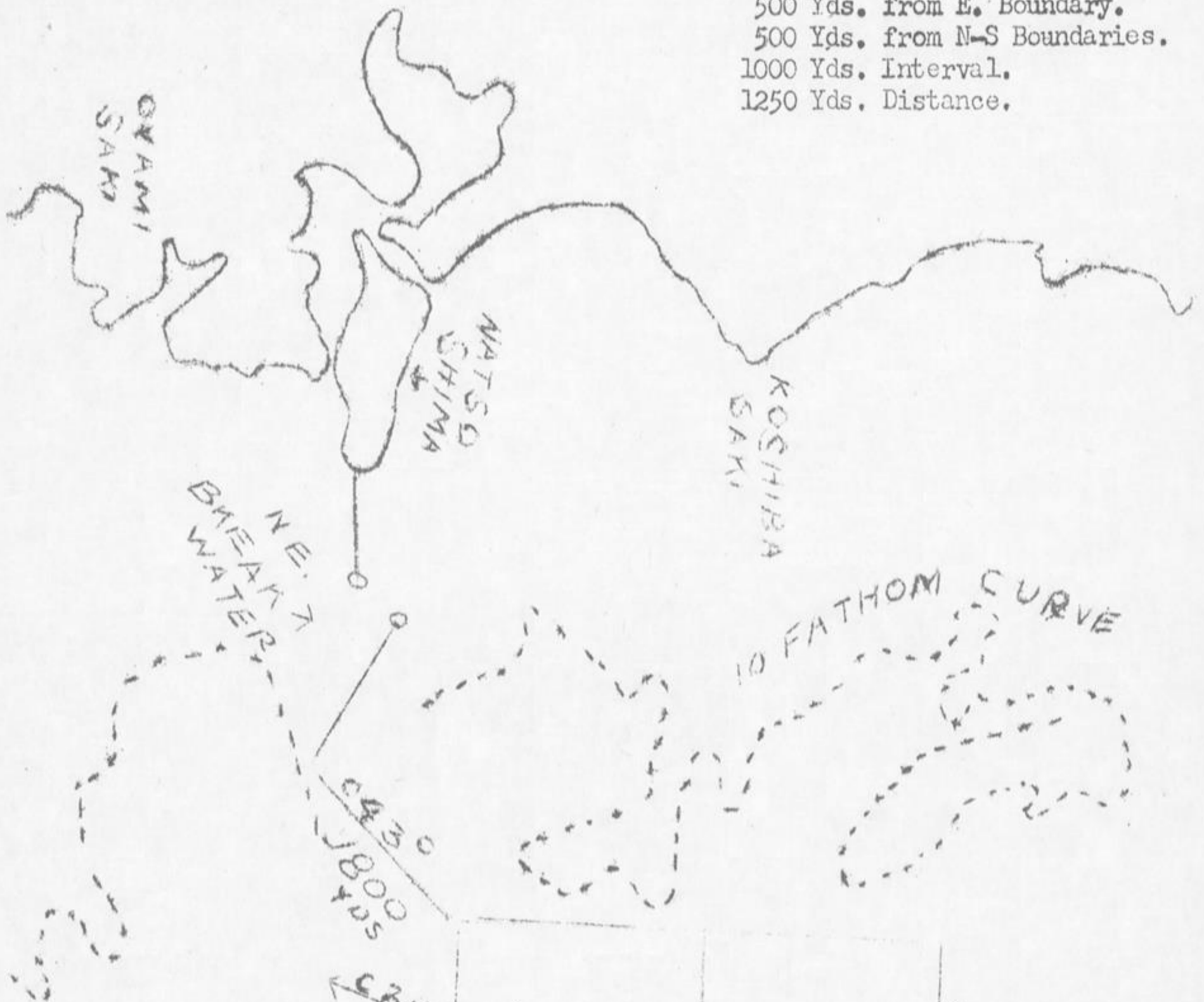
5. RED Beach is located at the airport. On some of this beach, at least, it is expected that landings will be made on concrete ramp.

Appendix
(I) Transport Area.

Landing Attack Order
ComTransDiv 60 No. A9-45

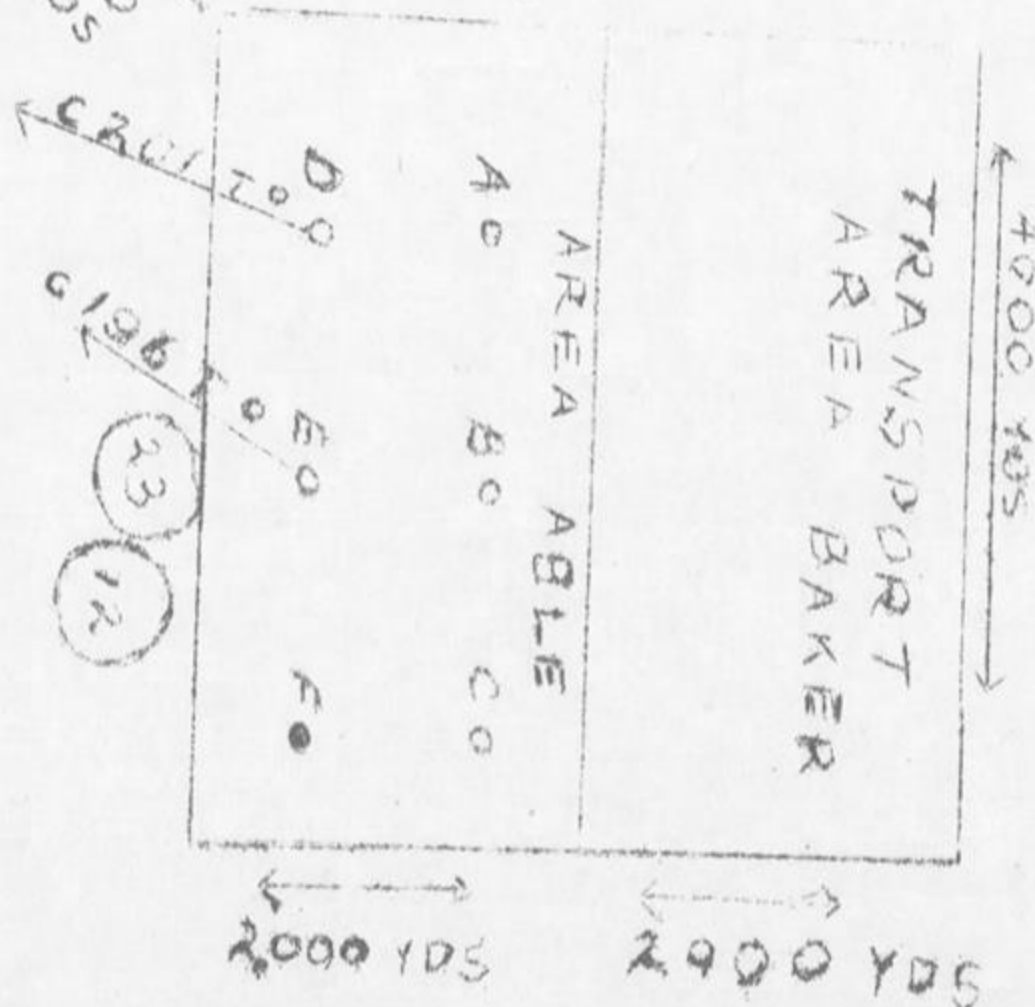
Location of Berths in
Transport Area:

- 1000 Yds. from ^WBoundary.
- 500 Yds. from E. Boundary.
- 500 Yds. from N-S Boundaries.
- 1000 Yds. Interval.
- 1250 Yds. Distance.



Berths

- A - GRIMES
- B - MERIWETHER
- C - WAUKESHA
- D - LANIER
- E - MELLETTE
- F - BRAXTON
- 23 - SAN DIEGO
- 12 -



1. Probable lack of potable water in metropolitan areas and pollution of bay waters of JAPAN, precluding use of low temperature evaporators, will require that transports conserve fresh water and enter harbor with fresh water tanks filled to capacity. Transports be prepared to supply troops ashore with fresh water as required, keeping in mind immediate needs of transports and lifting of repatriated prisoners-of-war.

2. During the period transports are in JAPANESE harbors, no replenishment from outside sources may be expected.

A4-3/LAO

Serial 0003

TOP-SECRET

CONFIDENTIAL

UNITED STATES TH FLEET,
YOKOSUKA Occupation Force,
T.U. 31.4.2 Transport Unit ABLE
and ComTransDiv 60,
U.S.S. GRIMES (APA 172), Flagship,

AT SEA,
25 August 1945.

CHANGE NO. ONE TO COMTRANSDIV 60 LANDING ATTACK ORDER NO. A9-45

Change No. One to ComTransDiv 60 Landing Attack Order No. A9-45 is issued to comply with change to Commander FOURTH MARINES (CTU 31.3.1) Operation Order No. 1-45.

Make the following changes:

Annex (A), Appendix (II)

Page 1, 7th line: Interchange "GRIMES" and "MERIWETHER".

Delete all after 7th line and substitute the following: "*NOTE:
MERIWETHER have Lieut. SPEATH and Detachment Regimental Communication Platoon, FOURTH MARINES, alongside GRIMES at HOW minus fifteen to land with the 8th wave."

Add the following paragraphs:

"MERIWETHER send 5 LCVPs with a boat officer in charge to report to GRIMES by HOW minus one hour. These boats will be used as free boats. MERIWETHER and WAUKESHA send LCPLs as soon as practicable to GRIMES. WAUKESHA will have SCR 610 installed in LCPL for use of Secondary Control Officer on GREEN Beach. SCR 610 will be set up on Channel ABLE (37.9 mcs.) and Channel BAKER (33.2 mcs.)."

"SHADWELL (LSD 15) will assign LCMs for unloading after Transport Unit BAKER assault phase is completed about H + 2 hours as follows: BRAXTON - 3 LCMs; LANIER - 3 LCMs; MELLETTE - 3 LCMs; MERIWETHER - 3 LCMs; GRIMES - 6 LCMs."

Annex (A), Appendix (III)

Page 1: Add after 7th wave:

"WAVE	TIME OF LANDING	GREEN BEACH									
		80#	88	86	84	82	81	83*	85*	87	89
8	H + 32	△	△	△	△	△	△	△	△	△	△
9	H + 37	△	△	△	△	△	△	△	△	△	△

* - MERIWETHER boats will take stations 83 and 85 and will provide own paddles.
- Boat 80 in ROGER formation will assume left flank station as shown. On column and VICTOR formation, it will be rear boat."

Annex (A), Appendix (IV)

Page 1: Delete all of page after first seven waves. Add the following:

<u>"WAVE</u>	<u>BOATS</u>	<u>EMBARKED</u>	<u>FROM</u>	<u>BEACH</u>	<u>TIME</u>
8	*8 LCVPs	CT4	GRIMES	GREEN	H / 32
9	9 LCVPs	CT4	GRIMES	GREEN	H / 37
10	8 LCMs	TANKS	CATAMOUNT	GREEN	on order
11	8 LCMs	TANKS	CATAMOUNT	GREEN	on order
12)					
13)					
14)	TOTAL 22 LCVPs 2 LCMs	LT 2-4	BRAXTON	GREEN	on order
15)					
16)					
17)					

Annex (A), Appendix (V)

Page 1: Add the following:

<u>"WAVE NO.</u>	<u>LEAVE RENDEZVOUS</u>	<u>ARRIVE L/D</u>	<u>LEAVE L/D</u>	<u>LAND</u>
8	H / 12	H / 18	H / 20	H / 32
9	H / 17	H / 23	H / 25	H / 37

* - 2 MERIWETHER boats with Detachment Regimental Communication Platoon will land with this wave, making a total of ten.

Annex (A), Appendix (VII)

Page 1, paragraph 5 (a): In line 5, change "SARU SHIMA" to "KAMOME SHIMA"; in line 6, change "3200 yards" to "4200 yards".

Page 2, paragraph 12: In line 2, add "secondary" before "control".


A. T. MOEN,

 Captain, U. S. Navy,
 C.T.U. 31.4.2, Transport Unit ABLE
 and ComTransDiv 60.
Distribution(same as ComTransDiv 60
Landing Attack Order No. A9-45)

AL-3/LAO

Serial 0004

~~TOP SECRET~~

CONFIDENTIAL

UNITED STATES THIRD FLEET,
YOKOSUKA Occupation Force,
T.U. 31.4.2 Transport Unit ABLE
and ComTransDiv 60,
U.S.S. GRIMES (APA 172), Flagship,

AT SEA,
27 August 1945.

ADDENDA TO ANNEX (D) TO COMTRANS DIV 60 OPERATION ORDER NO. A9-45

TIDE PREDICTION YOKOSUKA

<u>DAY</u>	<u>HIGH TIME</u>	<u>HT</u>	<u>LOW TIME</u>	<u>HT</u>
August 29	0905 2049	4.9 FT. 5.1 FT.	0228 1423	1.6 FT. 2.6 FT.

August 30	1014 2124	4.4 FT. 4.9 FT.	0319 1453	1.7 FT. 3.2 FT.

August 31	1152 2222	4.1 FT. 4.7 FT.	0439 1532	1.9 FT. 3.8 FT.

ALL ABOVE TIMES ARE ITEM

Currents around the western extremity of FUTTSU SAKI attain a rate of about 3 knots at springs. South of a line passing east and west thru SUNO SAKI the velocity of flood is about 2.3 knots and ebb is about 1.5 knots. They turn about one hour after high and low water. Northwest of SUNO SAKI there is a constant set to the southwest.

A. T. Moen
A. T. MOEN

Captain, U. S. Navy,
C.T.U. 31.4.2, Transport Unit ABLE
and ComTransDiv 60.

ND

FILE No.
SERIAL

COMMANDER TRANSPORT DIVISION SIXTY
AMPHIBIOUS FORCES, PACIFIC FLEET

CONFIDENTIAL

TASK UNIT 12.1.2

COMPILATION OF CARGO AND PASSENGERS

	<u>Officer Passengers</u>	<u>Enlisted Passengers</u>	<u>Cargo in Tons</u>	<u>Hours at Dockside</u>	<u>Hours in Stream</u>
GRIMES (1)	82	826	925	24	36
MELLETTE (3)	57	1186	616	14	24
MERIWETHER	36	474	847	30	48
LANIER	54	1238	672	24	36
BRAXTON (2)	68	1120	583	12	24
WAUKESHA	8	129	1350	24	36

(1) - Includes seven civilian war correspondents.

(2) - Includes sixteen war correspondents.

(3) - Includes ten war correspondents.

Enclosure (B)

APA-172/A16-3

Serial: 073

U.S.S. GRIMES (APA-172)
c/o Fleet Post Office,
San Francisco, California.

6 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander Transport Division SIXTY (CTU 31.4.2).
Subject: Action Report - Occupation of Yokosuka Naval Base, Tokyo Bay Area, Japan, Period 14 to 31 August 1945.
Reference: (a) PacFlt Conf. ltr. 1CL-45.

1. In compliance with reference (a), action report covering subject operation is submitted:

PART IV. ORDNANCE.

No ordnance material or equipment was used during the period covered by this report.

PART V. DAMAGE.

No battle damage.

PART VI. SPECIAL COMMENTS AND INFORMATION.

- A. Surface gunnery operations - None.
- B. Air operation. - None.
- C. Amphibious action.

1. Troops and Cargo.

(a) Designation and number of troops embarked.

- (1) Seventy-five (75) officers.
- (2) Seven (7) war correspondents.
- (3) One (1) American Red Cross Field Director.
- (4) Eight-hundred-twenty-six (826) enlisted.

These passengers were units of Headquarters Task Group 31.3 and Headquarters Fourth Marines (Reingorced), Sixth Marine Division.

(b) Troops embarked on 15 August 1945, at Guam, Marianas Islands. They were disembarked on 30 August 1945 at Yokosuka, Tokyo Bay, Japan.

(c) Cargo consisted of nine hundred twenty-five (925) short tons of rations, ammunition and general organizational implements. This was a modified combat load (i.e. no priorities assigned vehicle or cargo), using standard methods and practices of loading alongside a dock and unloading in boats.

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c/o Fleet Post Office,
San Francisco, Calif.**CONFIDENTIAL**Subject: Action Report - Occupation of Yokosuka Naval Base, Tokyo
Bay Area, Japan , period 14 to 31 August 1945.

- (d) Cargo was loaded at Guam, Marianas Islands on 14-15 August and discharged off Yokosuka, Tokyo Bay, Japan on 30-31 August 1945.

2. Landing Craft.

- (a) Carried and used all of the following types of landing craft for both assault and cargo unloading phases:

1 LCP(L)
1 LCP(R)
2 LCM(6)
22 LCV(P).

LCP(L) was used as Secondary Control boat on Green Beach. LCP(R) was used as Primary Control boat on Red Beaches #1 and #2. On completion of unloading transferred the following boats to Boat Pool, Yokosuka:

1 LCP(R)
2 LCM(6)
19 LCV(P)

- (b) On entering the transport area, Condition 1A was set at 0730. Six boats were lowered to the rail from hatches #1, #4, and #5. All other boats were unrigged and readied for lowering. Upon order all boats were lowered away and were water-borne within twenty minutes. All safety cautions were observed, and no casualties were sustained. The ship was unloaded in twenty hours. Loading of troops and special parties proceeded according to schedule and waves were formed with time to spare in the rendezvous area. Waves were organized, formed, and dispatched on time from rendezvous area and line of departure. Boats were beached on schedule. Minor repairs to boats had to be made during the entire unloading, but these were accomplished without delay to operations.
- (c) Landing craft control was good, but could have been better. Control during the assault phase was excellent. During the cargo unloading phase, however, there was difficulty in control caused by congestion at the beach and at the control boat. This problem was caused by ships ordering boats to proceed directly to the beach instead of reporting to the control Officer.

3. Minesweeping, underwater demolition. - No comment.

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4. Landing of troops and cargo.

Inability of beach party to unload boats during cargo phase due to character of Green Beach delayed unloading of the ship for a short time. However, as soon as unloading ramps were provided ashore, unloading proceeded without further delay.

A small hydrographic section was sent ashore. They landed with the first wave. A complete shallow and deep water survey was made off Green and adjacent beaches. After completion of the survey the right half of Green Beach was taken over by the above group and operated through the assault and initial cargo phase.

5. Casualties.

No casualties were handled during the operation.

D. 1. Combat Information Center.

Complete air and surface search, including identification, was maintained at all times. Many friendly surface units were tracked and reported to both Conn and Flag Plot. A surface summary was kept at all times for navigational and maneuvering purposes.

During off-shore cruising near Japan, and during entry and sortie ten plates were supplied to Navigator at fifteen minute intervals. Cuts were given on prominent landmarks. CIC constantly aided Conn in station keeping.

All targets were friendly in nature and size varying from single ships and planes to groups of two hundred ships and sixty planes.

2. Communications.

Communication facilities were taxed to the limit. Many extra radio circuits were copied due to the fact that three staffs were aboard. Visual traffic was exceptionally heavy averaging about one hundred incoming messages a day. However, all equipment worked satisfactorily and the extra traffic was handled satisfactorily.

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After arrival in Tokyo Bay, it was almost impossible to transmit important messages on TBS and other voice circuits after the assault phase due to many unnecessary and lengthy transmissions and poor voice procedure. There should have been some control of voice circuits.

3. Use of smoke, camouflage, deception.

Ship was prepared to make smoke on orders of O.T.C.

4. Navigation - No comment.

5. Engineering.

On 22 August received 1485 bbls fuel oil and 150 bbls. diesel oil from USS KENNEBAGO (AO-81) at sea.

On 26 August delivered 1508 bbls. fuel oil to two destroyers at sea.

On 31 August delivered 1000 gallons potable water to YMS 415.

6. Supply.

(a) During the period we transferred excess dry and fresh provisions to various ships and activities amounting to 90,000 lbs.

(b) Transferred two SCR radio sets to CTG 31.8 and one SCR 610 to Headquarters, Fourth Marines.

7. Medical - No comment.

E. Special features of interest.

1. During the period two additional Flag Officers and their staffs were received on board, Commodore R. N. Smoot (CTG 31.8), and Brigadier General W. T. Clement (CTG 31.3). Commodore Smoot acted as O.T.C. of Task Force 31 for a short time.

2. During the period 20 August - 26 August a total of approximately 325 men were transferred by breeches buoy at sea while steaming at an average speed of 10 knots.

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San Francisco, Calif.**CONFIDENTIAL**

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Subject: Action Report - Occupation of Yokosuka Naval Base, Tokyo
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PART VII PERSONNEL PERFORMANCE AND CASUALTIES.

1. On 27 August MARTIN, Myron (n), FClc, U.S.N., 262 35 04 disappeared from the ship in Sagami Wan. A thorough search was made to no avail. A Board of Investigation was ordered and the findings were submitted to the proper authorities.

During the entire period the ship's crew operated in a very creditable manner.

2. None.

PART VIII-LESSONS LEARNED, CONCLUSIONS, AND RECOMMENDATIONS.

1. That LCI(6)'s were obviously far superior to LCI(3)'s in unloading both vehicles and cargo. LSM's and LCM's assigned from other sources increase immeasurably the unloading efficiency of APA's and AKA's.
2. That a stricter control of voice radio circuits be exercised after the assault phase to allow important traffic to be passed.

J. McD. SMITH.

U. S. S. BRAXTON (APA-138)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

E. W. GLINES, Commander, U.S.N.R., Commanding.

CONFIDENTIAL

5 September 1945

Action Report,
Occupation of Futtsu Saki and Yokosuka
30-31 August, 1945

I. This report covers the part played by the U.S.S. BRAXTON in the landing of occupational forces on Futtsu Saki and at Yokosuka Naval Base in Tokyo Bay on 30 August 1945, and the cargo unloading phase ending 31 August 1945.

The BRAXTON was assigned the special task of landing marines for the demilitarization of coastal guns on Futtsu Saki prior to the general occupation of the Yokosuka Naval Base. After the special mission was accomplished, troops were re-embarked at Futtsu Saki in BRAXTON boats and conveyed to Yokosuka.

II. For the Futtsu Saki mission the BRAXTON operated in an undesignated unit under the tactical command of Captain T. M. DYKERS, C.T.U. 31.8.5. This unit comprised:

BRAXTON (APA-138)
TWINING (DD-540)
STOCKHAM (DD-683)
BEGOR (APD-127)
ELLYSON (DMS-19)
HOPKINS (DMS-13)

The Yokosuka Naval Base landing and the entire operation, as it affected the BRAXTON, were executed as a part of Task Unit 31.4.2, Transport Unit ABLE, Captain A. T. MOEN, ComTransDiv 60, Commanding.

A statement of the mission, doctrine and plans for this operation is contained in Enclosure (A), BRAXTON Occupation Landing Schedule of 29 August 1945. (missing)

No enemy surface or air forces were encountered.

III. A chronological account of the operation follows:

All times ITEM (-9) Zone.

30 August 1945.

0120 - Underway from berth 40, Sagami Wan.

10 01434

U. S. S. BRAXTON (APA-138)
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 SAN FRANCISCO, CALIFORNIA

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5 September 1945

Action Report,
 Occupation of Futtsu Saki and Yokosuka
 30-31 August, 1945

Weather: Partly cloudy, both cumulus and cirrus; ceiling unlimited, visibility 10 miles; wind from 200°(T) force 10 knots, gradually shifting to 220°(T) and increasing in force to 15 knots at 0600; sea slight from 203°(T); barometer 29.90; temperature 80°.

- 0129 - Set course 159°(T), standard speed 12 knots (58 RPM).
- 0138 - Increased speed to 15 knots (75 RPM).
- 0150 - Sighted Joga Shima light bearing 123°(T), distance 6 miles.
- 0210 - With Joga Shima light abeam to port, distance 4 miles, changed course to 130°(T), decreased speed to 14 knots.
- 0218 - Decreased speed to 12 knots.
- 0220 - Decreased speed to 10 knots.
- 0232 - Changed course to 090°(T).
- 0305 - With Turugi Saki light bearing 335°(T), distance 5.3 miles, changed course to 034°(T).
- 0321 - Increased speed to 12 knots (58 RPM).
- 0324 - With Turugi Saki light bearing 306°(T), distance 4.5 miles, changed course to 008°(T).
- 0326 - Sighted Kannon Saki light bearing 357°(T), distance 8.8 miles and changed course to 357°(T).
- 0343 - Changed course to 000°(T).
- 0349 - With Uraga Suido red entrance buoy abeam to starboard, distance 1/2 mile, changed course to 005°(T).
- 0406 - Kannon Saki light abeam to port, distance 3/4 miles, decreased speed to 5 knots.
- 0420 - Stopped engines.
- 0426 - Back 2/3rds.

U. S. S. BRAXTON (APA-138)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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Action Report,
Occupation of Futtsu Saki and Yokosuka
30-31 August, 1945

- 0428 - Stopped and hove to in transport area, position Lat. 35 - 17.2 N., Long. 139 - 46.2 E.
- 0430 - Commenced debarkation of troops.
- 0509 - Let go starboard anchor in 17 fathoms of water with 30 fathoms of chain at the waters' edge.
- 0512 - Sunrise.
- 0516 - Debarkation of troops completed.
- 0607 - Weighed anchor and proceeded on various courses and at various speeds to assigned berth in Anchorage EASY, Tokyo Kaiwan.
- Enclosure (B) attached, is a chart showing navigational track, transport area, and landing beaches. *(missing)*
- 0710 - Anchored in Berth E-6 Transport Area, Tokyo Bay, in 23 fathoms of water with 60 fathoms of chain out to the port anchor.
- 0731 - Commenced heaving round to shift berths.
- 0740 - Underway on various courses and at various speeds.
- 0817 - Anchored in Berth F, Transport Area A, Tokyo Bay.
- 1253 - Commenced discharging cargo in own boats.
- 31 August 1945.
- 1651 - Completed unloading cargo.
- 1854 - Completed debarkation of all troops held as cargo working party.

Hourly cargo unloading reports are appended as Enclosure (C). *(missing)*

U. S. S. BRAXTON (APA-138)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

5 September 1945

Action Report,
Occupation of Futtsu Saki and Yokosuka
30-31 August, 1945

IV. Although the BRAXTON was alerted and at general quarters stations an hour before sunrise, no enemy action occurred and the ordnance was not used.

V. There was no damage sustained or given due to enemy action. One LCVP was lost, however, in unloading cargo. See Enclosure (D). *(missing)*

VI. Surface gunnery operations: None.

Air operations: None, other than CAP.

Troops and Cargo: 52 officers and 1120 men, comprising the landing team of the Second Battalion, Fourth Marine Regiment, Reinforced, Sixth Marine Division, were embarked in Guam on 15 August 1945. They were disembarked at Futtsu Saki on 30 August 1945.

The BRAXTON was organizationally loaded at Guam with 583 short tons of cargo. All holds were used.

Combat Information Centers: No air search was maintained by the BRAXTON, this being a function of the screen.

Surface radar was used twice to corroborate visual navigational fixes and to conn control boat to proper line of departure at Futtsu Saki. No DRT track was kept owing to high visibility (moonlight, clear night). Station keeping and navigation fixes were made from bridge visually.

The performance of radar equipment was satisfactory. There was no fighter direction, nor was jamming encountered.

Communications were by radio, voice radio and visually. Pertinent communications are appended as Enclosure (E), paraphrased in accordance with security requirements.

No smoke, camouflage or deceptive maneuvers were used.

Navigation: No comments.

Engineering: No comments.

Supply: No comments.

Medical: Prepared for the handling of casualties. None occurred.

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U. S. S. BRAXTON (APA-138)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

Action Report,
Occupation of Futtsu Saki and Yokosuka
30-31 August, 1945

5 September 1945

VII. There were no personnel casualties. All hands performed their assigned tasks excellently and without untoward incidents.

VIII. The operation orders from higher echelons were clear and detailed. The operation was carried out as planned to practically the smallest detail, demonstrating the value of careful advance planning.

(16)

REFER TO
FILE NO.

APA125/A16-3/wa
Serial 044

U. S. S. LANIER (APA-125)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

4 September 1945.

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander, Transport Division SIXTY.
(2) The Commander, Amphibious Forces, U.S. Pacific Fleet.
(3) The Commander, THIRD Fleet, U.S. Pacific Fleet.
(4) The Commander in Chief, U. S. Pacific Fleet.

Subject: Action Report - U.S.S. LANIER (APA-125).

References: (a) U.S. Navy Regulations 1920, Art. 874(6) and 2029.
(b) THIRD Fleet Operation Plan No. 10-45.
(c) C.T.F. 31 Operation Plan No. 1-45.
(d) C.T.G. 31.4 Operation Plan No. 1-45.
(e) ComtransDiv60 Operation Plan No. A9-45.
(f) C.O. LANIER Operation Plan No. 1-45.

Enclosure: (A) Report of Executive Officer, U.S.S. LANIER. P. 47

1. Pursuant to instructions in references (b), (c), (d), (e) and (f) the LANIER got underway from Sagami Wan anchorage at 0250 I, 30 August 1945 and entered Tokyo Bay at 0605 I, as the fourth ship in a single column of which C.T.G. 31.4.2 in the U.S.S. GRIMES (APA-172) was guide. The following chronological sequence of events was recorded; all times Zone - 9:

- (a) 0710 - Manned battle stations.
- (b) 0717 - Set Condition I ABLN.
- (c) 0741 - Anchored. Placed first boat in water.
- (d) 0742 - Commenced debarkation. Davit boats were rail loaded.
- (e) 0812 - All boats in water.
- (f) 0930 (H-hour) - First wave landed on Red Beaches 1 and 2.
- (g) 0955 - Completed debarkation of troops including two waves of vehicles.
- (h) 1015 - Commenced cargo unloading phase.

(17)

REFER TO
FILE NO.

APA125/A16-3/ws
Serial 044

U. S. S. LANIER (APA-125)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

4 September 1945.

Subject: Action Report - U.S.S. LANIER (APA-125)

- (i) 2100 - All vehicles unloaded.
- (j) 1200, 31 August - All cargo unloaded.
- (k) 0530, 1 September - Beach Party secured Green Beach and returned to the ship.

2. The First Battalion of FOURTH Marines, 6th Division, reinforced, consisting of 1238 men and 54 officers was embarked at Guam on 15 August 1945 and disembarked at Yokosuka Naval Air Base on 30 August 1945 as an occupational force. A combat load of 672 short tons was semi combat-loaded at Guam on 14 and 15 August 1945 and discharged over Green Beach at Yokosuka Naval Station on 30 and 31 August 1945. All troops were transported from ship to shore in 22 LCVP's and 2 LCM(6)'s belonging to LANIER assisted by 8 LCVP's from U.S.S. WAUKESHA and 6 LCVP's from U.S.S. MERIWETHER. All cargo was transported from ship to shore by 22 LCVP's and 2 LCM(6)'s belonging to LANIER assisted by 3 LCM(3)'s from U.S.S. SHADWELL.

3. The entire operation was carried out without mishap and demonstrated the highest order of efficiency, dispatch and teamwork. No one individual is deserving of praise as all officers and men performed their duties in such a manner that each contributed equally to the success of the operation.

4. One casualty, an accidental gunshot wound inflicted on a marine enlisted man, was returned to the ship by the medical officer of the Beach Party.

B. W. CLOUD.

REFER TO
FILE NO.

U. S. S. LANIER (APA-125)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

4 September 1945.

From: The Executive Officer.
To: The Commanding Officer.

Subject: Action Report, U.S.S. LANIER.

Reference: (a) U.S. Navy Regulations 1920, Art. 948.
(b) C.O. LANIER Operation Plan No. 1-45.

1. Operation plan, LANIER No. 1-45, was carried out in detail without incident. Debarkation and landing of troops was carried out on schedule except for the 6th and 7th waves which consisted wholly of vehicles.

2. All officers and men performed their assigned duties in a highly commendable manner.

Very respectfully,

H. W. FISHER,
Lieut.-Comdr., USN

(19)

ENCLOSURE (A)

47

080

U. S. S. MERIWETHER (APA-203)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander THIRD Fleet.
Via: The Commander Task Unit THIRTY POINT THREE POINT FIVE.
Subject: U.S.S. MERIWETHER (APA 203) Employment During Period
13 August - 2 September, 1945, Including Employment
With Tokyo Bay Occupation Force.

1. At 0604, 13 August, 1945, this vessel got underway from ULITHI as a part of Task Unit 12.1.2. The Task Unit consisted of GRIMES (APA 172), MERIWETHER (APA 203), MELLETTE (APA 156), LANIER (APA 125), BRAXTON (APA 138), WAUKESHA (AKA 84), screened by DALE (DD 353), MAC DONOUGH (DD 351), ALWYN (DD 355). Commander Task Unit, Captain A. T. MOEN, U.S.N., in GRIMES (APA 172).

2. The original destination of the task unit was SAIPAN however the destination was changed by dispatch, to GUAM while the task unit was enroute.

3. On 14 August, at 0900 arrived off entrance to APRA Harbor and at 1230 moored to dock and made preparations to load troops and cargo. This ship was assigned to load the troops and equipment of the First Battalion, Fifteenth Marines which were reinforcements for the Fourth Marine Regiment. The ship also embarked personnel and equipment of the Commander in Chief, U.S. Pacific Fleet Sound Motion Picture Photography Unit and Public Information personnel as noted below:

Staff, Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas

Lieutenant C. F. WHEELER, (A), USNR, 111019.
Lieutenant C. G. MORRIS, (C), USNR, 11796.
Lieutenant V. A. PAUL, S(A), USNR, 134872.
Lieutenant C. A. POTTS, S(A), USNR, 201304.
Lieutenant (jg) S. DIETZ, (D)L, USNR, 136083.
Lieutenant (jg) P. J. SHERMAN, S(I), USNR.
THOMAS, C. E., CPhM, 671 53 22, USNR.
GADE, Wallace A., PhM1c, 664 71 10, USNR.
MICHALSKI, E. E., PhM3c, 623 62 79, USNR.
DENINNO, E. P., PhM2c, 923 32 95, USNR.
KRESGE, Lawrence A., PhM3c, 819 46 78, USNR.
HUNTER, R. H., Ptr1c, 450 01 66, USNR

080

U. S. S. MERIWETHER (APA-203)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

**Subject: U.S.S. MERIWETHER (APA 203) Employment During Period
13 August - 2 September, 1945, Including Employment
With Tokyo Bay Occupation Force.**

Joint Intelligence Center, Pacific Ocean Areas

1st Lieutenant M. R. HORN, O-544302, MI, USA

Headquarters, Island Command, GUAM

Captain Stephen A. CISLER, O14826, USMCR.

Correspondents

Mr. Leo LITZ, Indianapolis News
Mr. Geoffrey TEBBUTT, London Daily Mail.
Mr. John RIDLEY, London Daily Telegraph
Mr. Charles LOEB, Negro Newspaper Publishers.
Mr. Enoch WATERS, Chicago Defender
Mr. Ray CLARK, Station WOW and National Broadcasting
Company
Mr. Robert MARTIN, New York Sun.
Mr. Richard O'KEEFE, Philadelphia Inquirer.

Troops embarked consisted of 36 officers and 474 enlisted. Cargo consisted of eight hundred forty seven (847) tons and was made up of sixty seven (67) vehicles, five (5) artillery howitzers, ammunition, gasoline, camp equipment and general cargo. The start of cargo loading was delayed due to the fact that some of the cargo, particularly large vehicles, that was to be loaded in the lower holds had not yet been delivered at the dock. These vehicles were delivered at 1845 and loading continued without interruption until 1530, 15 August, 1945. A considerable quantity of provisions and some G.S.K. stores were also taken on board and fuel tanks were topped off while loading was in progress.

At 1600, 15 August, got underway and stood out of harbor preceded by escorts BRONSON (DD 668), COTTEN (DD 669) and GATLING (DD 671), and followed at intervals by other ships of Task Unit 12.1.2. At 1953 Task Unit 12.1.2 having formed in cruising disposition 2-T went ahead at standard speed, 15 knots, for Point Look, reaching that point at 1900, 18 August, 1945.

Sometime later Commander Task Unit 12.1.2 reported to Commander Task Force 31 for duty. Task Unit designation became 31.4.2. During the period 18 - 26 August this ship operated in Area Badger with other ships of Task Unit 31.4.2.

U. S. S. MERIWETHER (APA-203)

CONFIDENTIAL

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

Subject: U.S.S. MERIWETHER (APA 203) Employment During Period
13 August - 2 September, 1945, Including Employment
with Tokyo Bay Occupation Force.

On 22 August fueled from U.S.S. KENNEBAGO (AO 81);
24 August transferred provisions to U.S.S. SIMS (APD 50), and to
U.S.S. BARR (APD 39). On 25 August transferred fuel to U.S.S. W. J.
PATTISON (APD 104). On 26 August transferred fuel to U.S.S. SIMS
(APD 50).

On 26 August began approach to SAGAMI WAN and anchored
in that bay at 1700, 27 August, in company with other ships of this
task unit and with other ships of the THIRD Fleet. During the period
at anchor a boat was placed at the disposal of the Photographic Unit
to insure adequate transportation.

At 0250, 30 August, Task Unit 31.4.2, less U.S.S.
BRAXTON (APA 138) which had previously entered TOKYO BAY, got underway
for transport area in TOKYO BAY. At 0738 anchored in transport area,
lowered all boats and landed troops in HOKOSUKA area in accordance
with schedule. A boat was placed at the disposal of the Photographic
Unit and provision was made for the News Correspondents to arrive at
the landing beaches with the early waves. At 1000 commenced unload-
ing cargo into ship's boats as they became available. Continued un-
loading until 2247 when heavy sea made it necessary to stop unloading.
Resumed unloading at 0244, 31 August. At 0935, 31 August, LSM 101
came along side for lighterage. At 1645 LSM 101 cleared side; unload-
ing of troops and cargo having been completed. Transferred to U.S.S.
SHADWELL (LSD 15) for duty in YOKOSUKA Permanent Boat Pool 10 LCVPs.

At 0600, 1 September, 1945, transferred to YOKOSUKA
Permanent Boat Pool 10 LCVPs, 2 LCM(3)s, 1 LCP(L) and 1 LCP(R). 1519
underway for SAIPAN as part of Task Unit 30.3.5. Task Unit consisting
of GRIMES (APA 172), MERIWETHER (APA 203), LANIER (APA 125), BRAXTON
APA 138), WAUKESHA (AKA 84), BANGUST (DE 739), KYNE (DE 744); Captain
A. T. MCEN, U.S.N. in GRIMES (APA 172), Commander Task Unit.

2 September. Enroute to SAIPAN.

General Comments: Every effort was made to expedite
the loading of troops and cargo at GUAM, and it is considered that the

FILE: APA-203/
SERIAL 080

U. S. S. MERIWETHER (APA-203)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

Subject: U.S.S. MERIWETHER (APA 203) Employment During Period
13 August - 2 September, 1945, Including Employment
With Tokyo Bay Occupation.

loading was accomplished in a reasonably short time. The Supply Department at GUAM was highly cooperative in making prompt deliveries of provisions, G.S.K. stores and fuel, and in assisting in every way possible in filling the ships requirements.

A. M. COHAN.

cc:

GTF 31
ComTransRon 14

(23)

U.S.S. MELLETTE (APA 156)
c/o Fleet Post Office
San Francisco, California

APA156/A16-3
Serial: 083

17 September 1945

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

From: The Commanding Officer.
To : The Commander in Chief, U.S. FLEET.
Via : (1) The Commander, Task Unit 30.3.5.
(2) The Commander in Chief, U.S. PACIFIC FLEET.

Subject: Report of Action participated in by this vessel
during the period 19 August to 2 September 1945.

Reference: (a) Cincpac Conf C/L 1CL-45.

Enclosure: (A) Action Report as required by reference (a).

1. In accordance with reference (a) enclosure (A) is
forwarded as constituting the report of action participated in by
this vessel during the period 19 August to 2 September 1945.

C. B. BEASLEY.

10 01434

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ACTION REPORT

Report of Action Participated in by this vessel during Period
19 August to 2 September 1945.

I. The USS MELLETTE (APA 156), carrying FOURTH Marines, SECOND Battalion, SIXTH Division, joined Task Force 31 on 19 August 1945 and continued to steam with same for eight days. During this time this vessel fueled several APDs and destroyers. At 1100 on the morning of 27 August 1945, the mainland of Japan was sighted. This ship proceeded to the assigned anchorage in berth 39 Sagami Wan, Honshu, Japan. On 30 August 1945, the ship got underway for Tokyo Bay, in obedience to dispatch 290829 from C.T.U. 31.4.2. At 0730 we entered the Transport area ABLE, and immediately began disembarking troops of the FOURTH Marines, SECOND Battalion, SIXTH Division according to plan.

On 31 August 1945, at 1510, Admiral R. K. Turner, USN, acting as a board of investigation, convened by order of the Commander in Chief, Pacific Fleet, to inquire into mistreatment of crew and passengers, came aboard and commenced his investigation. This vessel remained at anchor in Tokyo Bay during the remainder of the investigation, which continued beyond 2 September 1945.

II. The USS MELLETTE, operated within Task Unit 12.1.2, Officer in Tactical Command in USS GRIMES (APA 172). Commander of Task Unit 12.1.2 was the immediate higher operational command with which this ship was joined. At 1700, 15 August 1945, left port of Guam in obedience to ComTransDiv 60 operational order A-8-45 dated 15 August 1945. The USS MELLETTE steamed in convoy in material condition BAKER, condition of readiness III. The rendezvous area was approached on schedule. Nothing out of the ordinary took place during this phase of the operation. Training exercises were conducted; morning general quarters were exercised. The mission of this vessel was to debark and land troops of the FOURTH Marines, SECOND Battalion, SIXTH Division as occupation troops at Yokosuka Naval Base, Honshu, Japan, to unload cargo according to ComTHIRDFlt OpPlan 10-45. This vessel was to remain at anchor in Sagami Wan, Honshu, Japan, until ordered to proceed to Tokyo Bay where troops were to be debarked. Our own forces at the outset of this operation consisted of Task Unit 31.4.2. No enemy forces were encountered under battle conditions. On 30 August 1945, two Japanese submarines entered Sagami Wan flying the surrender flag. No enemy planes were seen.

III. Chronological Account of the Action.

(a) 19 August 1945.

Wind direction from 070 true with 16 knot force. Visibility seven (7) nautical miles. Sea calm. No further remarks.

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(b) 20 August 1945.

Wind direction from 080 true with 14 knot force. Visibility seven (7) nautical miles. Sea moderately calm. No further remarks.

(c) 21 August 1945.

Wind direction 050 true with 14 knot force. Visibility six (6) nautical miles. Sea moderately calm. Steaming in company with Task Force 31; Officer in Tactical Command in IOWA (BB 61). No further remarks.

(d) 22 August 1945.

Wind direction 030 true with 10 knot force. Visibility seven (7) nautical miles. Sea calm. Steaming in company with T.F. 31.

(e) 23 August 1945.

Wind direction 160 true with 13 knot force. Visibility six (6) nautical miles. Sea calm. Steaming in company with T.F. 31. Officer in Tactical Command in IOWA (BB 61). No further remarks.

(f) 24 August 1945.

Wind direction 140 true with 12 knot force. Visibility seven (7) nautical miles. Sea calm. Steaming in company with T.F. 31. No further remarks.

(g) 25 August 1945.

Wind direction 160 true with 13 knot force. Visibility seven (7) nautical miles. Sea moderately calm. Exercised drill for debarkation of troops. No further remarks.

(h) 26 August 1945.

Wind direction from 120 true with 20 knot force. Visibility seven (7) nautical miles. Sea rough. Steaming with T.F. 31; Officer in Tactical Command in SAN DIEGO (CL 53). No further remarks.

(i) 27 August 1945.

Wind direction from 170 true with 10 knot force. Visibility seven (7) nautical miles. Sea calm. Steaming in company with T.F. 31; Officer in Tactical Command in SAN DIEGO (CL 53). Sighted land and proceeded to anchorage in Sagami Wan, Honshu, Japan. Anchored at 1659 in berth 39.

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(j) 28 August 1945.

Wind direction from 180 true with 14 knot force. Visibility seven (7) nautical miles. Sea calm. Anchored as before.

(k) 29 August 1945.

Wind direction from 200 true with 15 knot force. Visibility seven (7) nautical miles. Sea calm. Anchored as before.

(l) 30 August 1945.

Wind direction from 180 true with 19 knot force. Visibility six (6) nautical miles. 0251 - Underway for Tokyo Bay in accordance with despatch 290829 from C.T.U. 31.4.2. Entered transport area ABLE at 0730. Officer in tactical command in GRIMES (APA 172). 0708 - Commenced lowering away all boats. 0808 - Commenced disembarking troops (FOURTH Marines, SECOND Battalion, SIXTH Division). 0900 - Commenced unloading cargo. 0907 - Completed disembarking troops. 1015 - Beach Party personnel left the ship to report to GREEN Beach.

(m) 31 August 1945.

Wind direction from 190 true with 21 knot force. Visibility six (6) nautical miles. Anchored in Tokyo Bay, Japan. Admiral R. K. Turner, USN, acting as a board of investigation convened by order of Commander in Chief, Pacific Fleet, to inquire into mistreatment of crew and passengers.

(n) 1 September 1945.

Wind direction from 190 true with 10 knot force. Sea calm. Visibility six (6) nautical miles. Anchored as before in Tokyo Bay, Honshu, Japan. Admiral R. K. Turner, USN, aboard to continue investigation.

(o) 2 September 1945.

Wind direction from 010 true with force of 9 knots. Visibility six (6) nautical miles. Admiral R. K. Turner, USN, aboard to continue investigation.

IV. Damage.

- (a) None to own ships, peace terms.
- (b) None to enemy, peace terms.

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V. Special Comments and Information.

- (a) Surface gunnery operations - none.
- (b) Amphibious Action.
 - 1. Troops and Cargo.
 - a. Occupation units, number 1300. Press correspondents and Navy photographers, about 100.
 - b. 15 August 1945 at Guam embarked. 30 August 1945 disembarked same units at Yokosuka Naval Base, Honshu, Japan.
 - c. Food, ammunition, jeeps, guns, composed the cargo.
 - d. Loaded equipment referred to in above line at Guam.
 - 2. Landing Craft.
 - a. 22 LCV(P), 1 LCP(R), 1 LCP(L), 2 LCM(3). All of these were carried by this vessel and used along with six (6) from other ships.
 - b. This ship furnished one (1) control boat and beach party on 30 August 1945.
 - 3. Minesweeping and Underwater Demolition Work.
 - a. Minesweeping was carried out, but not under this vessel's observation. There was no underwater demolition work done due to the peace terms.
 - 4. Landing of troops and cargo.
 - a. No gunnery support needed.
 - b. This vessel furnished a beach party and beachmaster from 1000, 30 August 1945, until 0800, 31 August 1945.
 - c. This vessel contributed 24 landing craft to the boat pool at Yokosuka Naval Base, Honshu, Japan.

VI. Conclusion.

- (a) This operation was efficiently executed, and the training and experience of this vessel proved invaluable in expediting the instant tasks. No further remarks.