

**DECLASSIFIED**

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

APD52/A2

Serial: 023

U. S. S. REEVES (APD-52)

c/o Fleet Post Office  
San Francisco, California

/gw

4 August 1945.

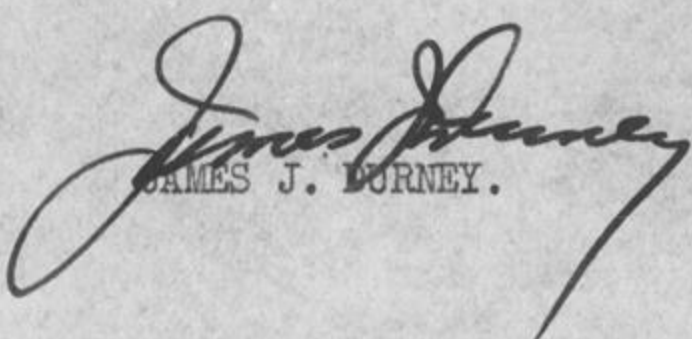
From: The Commanding Officer.  
To : Commander in Chief, United States Fleet.  
Via : (1) ComTaskFlotFive (CTG 51.5/31/5)  
(2) Commander in Chief, U.S. Pacific Fleet.

Subject: General Action Report, Okinawa.

Reference: (a) Cincpac conf circ ltr 1CL-45.

Enclosure: (A) Subject report.

1. In compliance with reference (a), enclosure (A) is forwarded herewith.

  
JAMES J. BURNLEY.

②

152504

1



GENERAL ACTION REPORT, OKINAWA.

Part I Brief Summary

- A. This report covers the period from April 1 to June 15, 1945, the period of participation by this ship earlier than April 1 having been covered previously, and the latter date being the date this ship departed Okinawa for Leyte, P.I.

Except for a brief period from April 4 to April 7, we operated under Commander Screen CTG 51.5, (subsequent 28 May CTG 31.5). During that period we were attached to CTG 52.2 (Rear Admiral Sharp, ComMineCraft) and operated in the area surrounding Ie Shima prior the assault on that island, using our LCVP's as shallow water mine sweepers. During the balance of the period covered by this report, while under ComScreen, we were solely and entirely a screening vessel, working various and sundry stations in the various H/S screens that were in effect, and as on inter-island, local, escort.

The period of this report is broken by a trip to Ulithi, departing Okinawa April 15, and arriving Okinawa May 1.

Part II

- A. From April 1 to May 28, except for the two periods mentioned in Part I, this ship operated as part of TG 51.5; CTG 51.5 Captain Moosbrugger, in the BISCAYNE (AGC19). From May 28 to close of report, as part of TG 31.5, same composition.
- B. Covered in previous report, submitted as of April 1 to CTG 52.11 (Captain R.W. Williams) in USS BUNCH (APD79).
- C. Covered as in "B".
- D. Covered as in "B".
- E. Only enemy forces encountered by this ship in entire operation were aircraft.

Part III All Time Zone Minus Nine (-9).

From April 1 to April 3, acted as unit of H/S screen off transport area, and as screen for night retirement groups.

On April 5 proceeded to Ie Shima at 0600 to sweep, using LCVP's as shallow water mine sweepers. Operation not carried out, due to failure of various YMS to effect rendezvous. OTC of operation was C.O. of USS REQUISITE (AML09). On April 6 again proceeded Ie Shima, and two boats, fitted with gear, were launched. They swept a channel inshore around the island of Menna Shima, as directed by OTC. No enemy opposition was encountered. Several destroyers, and the CL ST. LOUIS were in support.

While proceeding back to Kerama Retto, around 1400, one of the heaviest air actions yet encountered, or to be encountered, developed. This ship was not attacked.

Again on the 12th an extremely heavy air attack occurred, ships in station adjacent to this ship (A-29, north of Kerama Retto) were hit and badly damaged. One plane started in on this ship, was destroyed by two Corsairs before ever getting within effective gun range.

Enclosure (A)



At 1300 on the 13th, and on orders from CTG 52.11, we jettisoned about 35 tons of high explosive from our cargo hold, carried as spare for UDT operations. We had carried about 85 tons, the 35 odd tons in question being in the cargo hold, which is not proper explosive stowage. I feel that a ship so loaded should not be used in the offensive screen. However, we were so loaded and were so used.

On the 14th we reported to the C.O. USS NEVADA, as escort to Guam. Returned Okinawa on May 1. While patrolling north of Ie Shima, at 0237 on May 4, a suicide plane crashed close aboard our port bow. Ship sustained no damage. It was a very dark night, and only a few rounds of 40mm were expended on the plane.

Sporadic air attacks continued nightly and sometimes daily. On May 21 we were again favored by the attentions of a suicider. At 1847, while going to G.Q. a Tony passed well off down our port side, turned and came at us from astern, passing over our radar antenna and crashing close aboard our port bow, causing no damage. As he started his run, we were firing, and many hits, from 40mm and 20mm, were observed.

For the entire balance of the period of this report, no action involving us occurred. Time was spent screening or assisting damaged ships as ordered. Departed area on June 15.

#### Part IV

A. All ordnance equipment performed at all times exceptionally well. No complaints. Expended, in all, about 15 rounds 5", about 300 rounds 40mm and about 600 rounds of 20mm for all purposes (other than exclusively training) such as sinking a mine (while enroute Okinawa/Guam), breaking up small craft, and in A.A. action.

Fire discipline, after a little experience was gained in period previous this report, was excellent.

Gunnery at all times reasonably effective. About the only enemy ordnance observed were suicide planes themselves, and they are extremely, painfully effective. I personally have observed about 10 or 12 attacks, about 50% successful. I saw no effective use by the enemy of bombs or torpedoes, and I believe they missed many golden opportunities to really cause trouble by not making concerted bombing and torpedo attacks on the terrifically overcrowded and underprotected transport anchorage. Torpedoes fired blind into the anchorage off Hagushi could not possibly have failed to hit something.

#### Part V

This ship sustained no battle damage. We severely damaged one enemy plane, which subsequently crashed. Effective assessment not possible, as he was going to suicide-crash anyway; about all we can claim is that we made him miss us.

Enclosure (A)



Part VI

C. Amphibious Action.

This ship carried only spare gear and explosive for underwater demolition work. No teams carried aboard. We carry 4 boats, used two in minesweeping operations.

- D. Combat Information Center was at all times satisfactory. Our SA radar worked exceptionally well, I thought, and gave us early warning many times. SL proved of surprising value in tracking low-flying planes and allowing all guns to get on bearing at night before plane was sighted. SL proved absolutely essential, of course, in station-keeping while on routine A/S patrol a few miles off the beach.

IFF performance on all sides was, to me, surprisingly good. That aircraft IFF should be kept in a high state of effectiveness seems to me to be one of the most important single items in an amphibious assault. If for no other reason, it saves wear and tear on the nerves of ship's personnel. The system of using one well-known reference point, in this case Point Bolo (Zampa Misaki), for all reports is extremely advantageous, from the standpoint of plotting air raids reported via the Air Warning circuit. We were able to keep a complete running air plot of all raids and stray bogies, whether from Air Warning or our own SA radar.

Communications were satisfactory, although the necessity of guarding two intercept circuits, plus many other incidental circuits, puts quite a load on a ship this size, especially when the period of operation is protracted, as in this case. TBS was subject to its usual abuses, particularly an overload of administrative traffic. Toward the end of the operation the greatest offenders of all were the logistic commands, especially in the Kerama Retto. This ship has actually been unable, for long periods, to make even a bogey report on TBS (our LAW transmitter was temporarily out at one time and TBS was needed) because of the fueling section in Kerama Retto sending numerous and apparently endless transmissions, once sending as many as five different, very verbose, messages without once, even between messages, opening the circuit to see if anyone else had to come in. I believe all administrative traffic must be kept off this circuit.

Enclosure (A)



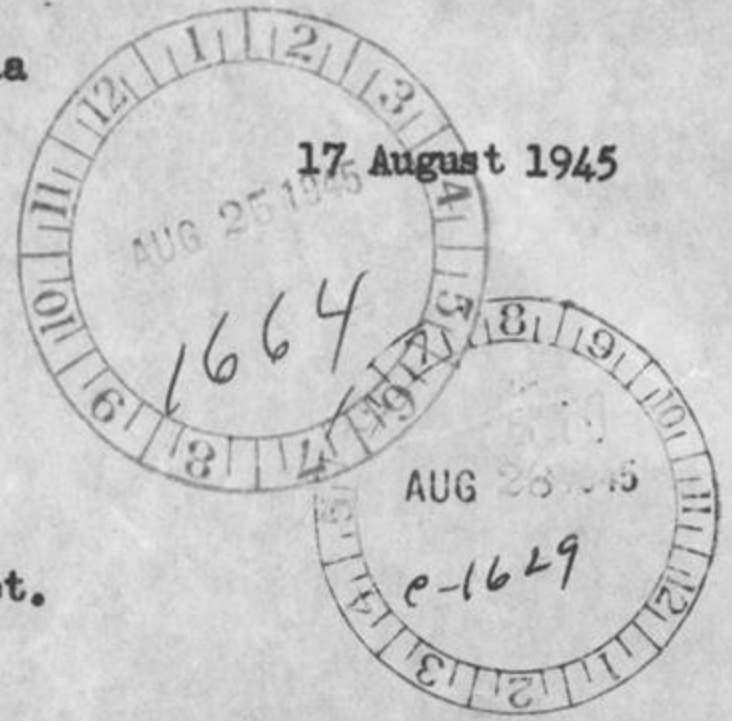
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COMMANDER TASK FLOTILLA FIVE

CTFlot5/A16-3/fjs  
Serial 01083

c/o Fleet Post Office  
San Francisco, California

FIRST ENDORSEMENT to  
CO, USS REEVES Conf.Ltr.  
APD52/A2, ser. 023 of  
4 August 1945.



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

From: Commander Task Group 31.5.  
To: Commander in Chief, U. S. Fleet.  
Via: Commander in Chief, U. S. Pacific Fleet.

Subject: General Action Report, Okinawa.

- 1. Forwarded.

*F. Moosbrugger*  
F. MOOSBRUGGER

cc:  
USS REEVES (APD52)

No

ENCLOSURE 147 5

CONFIDENTIAL  
WAR DIARY

U. S. S. REEVES (APD-52)

c/o Fleet Post Office,  
San Francisco, California.

REG. NO 378  
R. S. NO  
REG. SHEET NO 12

August 1, 1945.

Zone minus nine (-9)

Task Organization

Task Force 95. General J.W. Stillwell, USA  
Task Group 95.5 Rear Admiral C.H. Cobb  
Task Unit 95.5.6 Captain C.C. Wood, USN

Patrolling station C-3, Hagushi Screen, Okinawa Shima, Ryukyus Islands. 1600 left station to join CTU95.5.212 (USS GRIMES - APA172) as screen for Transport Unit Easy, operating under Typhoon Plan. Proceeded westward, around the Kerama Retto and then south to avoid typhoon.

Posit: 2000 Lat. 26° 16' N. Long. 127° 09' E.

August 2, 1945.

Zone minus nine (-9)

Steaming as before.

Posits: 0800 Lat. 24° 24' N. Long. 127° 28' E.  
1200 Lat. 23° 24' N. Long. 127° 35' E.  
2000 Lat. 24° 14' N. Long. 127° 12.5' E.

August 3, 1945.

Zone minus nine (-9)

Steaming as before. Arrived off Okinawa at 1600, proceeded to Patrol Station C-3.

August 4, 1945.

Zone minus nine (-9)

Patrolling station C-3 as before. Left station at 1730 and proceeded to anchor off Hagushi. Unless otherwise stated, all movements mentioned in this diary are pursuant to orders from CTU 95.5.6.

August 5, 1945.

Zone minus nine (-9)

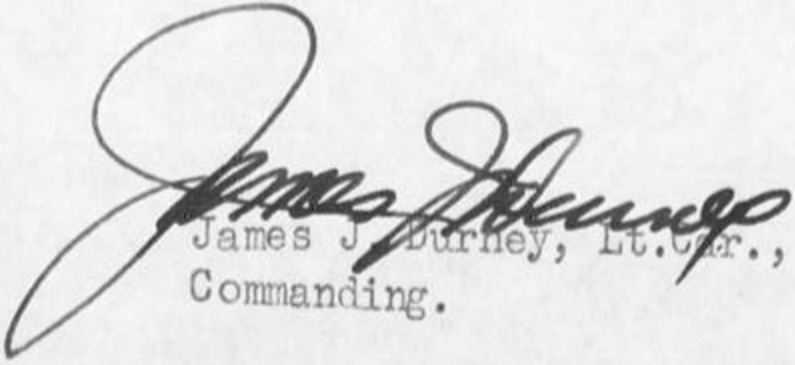
Anchored as before. Underway to fuel at 0700. At 0930 proceeded to Patrol Station Able.

August 6, 1945.

Zone minus nine (-9)

Patrolling station Able as before.

143590

  
James J. Durney, Lt. Comdr., USNR,  
Commanding.



C O N F I D E N T I A L  
WAR DIARY

U. S. S. REEVES (APD-52)

August 7, 1945.

Zone minus nine (-9)

Patrolling station Able as before. At 1700 proceeded to Patrol Station C-2.

August 8, 1945.

Zone minus nine (-9)

Patrolling station C-2 as before. At 1042 held gunnery exercises and expended one round 5", 102 rounds 40mm.

August 9, 1945.

Zone minus nine (-9)

Patrolling station C-2 as before. At 0830 took station astern the HARRY E. HUBBARD (DD748) for drone firing practice. Expended 646 rounds 40mm and 720 rounds 20mm ammunition in drone firing. At 0915 proceeded to station Able, and at 1230 proceeded to station C-3.

August 10, 1945.

Zone minus nine (-9)

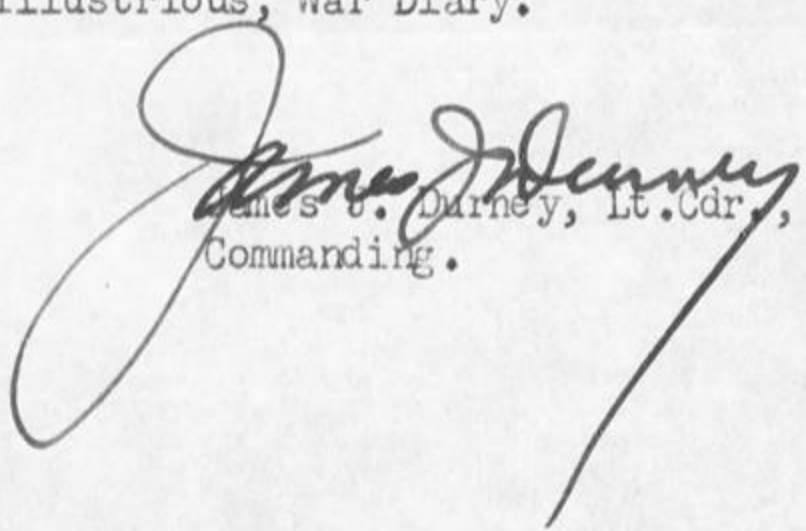
Patrolling station C-2 as before. At 0615 proceeded into Hagushi Anchorage to pick up relieving C.O., Lt.Comdr. Park A. Dallis, Jr. Thence proceeded to Buckner Bay for fuel and logistics. Anchored Buckner Bay 1045.

August 11, 1945, and August 12, 1945.

Zone minus nine (-9)

Anchored as before in Buckner Bay. Underway at 0500 to proceed Hagushi. Rendezvoused at harbor entrance with U.S.S. SAUGATUCK (AO75) for escort duty. Anchored Hagushi 1200.

And here ends a long, if not illustrious, War Diary.

  
James V. Durney, Lt.Cdr., USNR,  
Commanding.

C O N F I D E N T I A L  
WAR DIARY

U.S.S. REEVES (APD52)  
c/o Fleet Post Office  
San Francisco, California

August 13, 1945.

Zone minus nine (-9)

Anchored in Hagushi Anchorage. Undergoing three days availability. At 0830 Lt. Comdr. James J. Durney, (D), USNR, was relieved as commanding officer by Lt. Comdr. Park A. Dallis, Jr., DE, USNR, pursuant to BuPers dispatch 241358 of July. By orders of CTG 95.5 reported by dispatch Third Fleet for duty at 1400.

While hoisting LCVP #2 aboard at 1451, the cable holding the forward rocker arm of the Welin davit parted, damaging entire port davit assembly.

August 14, 1945.

Anchored in Hagushi Anchorage. Underway at 0516, proceeding to Buckner Bay for logistics and repairs to port Welin davit. Arrived Buckner Bay at 0830, fueled and proceeded alongside U.S.S. HAMUL (AD20) for davit repair.

August 15, 16, 17, 1945.

Moored alongside U.S.S. HAMUL (AD20) in Buckner Bay. Undergoing port davit repairs. Repairs completed August 17 at 1000, and shifted berth to Escort Anchorage in Buckner Bay.

August 18, 1945.

Task Organization: TU 95.5.58  
U.S.S. REEVES (APD52) (CTU 95.5.58 in REEVES)  
U.S.S. GOSSELIN (APD126)

Anchored in Buckner Bay. TU 95.5.58 underway in accordance with CTG 95.5 dispatch 161213 August, proceeding to rendezvous with CTU 30.3.6

Posits:	0800	Lat. 26° 24' N.	Long. 127° 35' E.
	1200	Lat. 26° 59' N.	Long. 129° 58' E.
	2000	Lat. 27° 57' N.	Long. 132° 42' E.

August 19, 1945.

Steaming as before. 2000 Orders changed by CTG 30.8 dispatch 190530 of August, proceeding to rendezvous and report to CTF 31.

Posits:	0800	Lat. 28° 59' N.	Long. 137° 05' E.
	1200	Lat. 29° 27' N.	Long. 138° 26' E.
	2000	Lat. 30° 24' N.	Long. 141° 20' E.



C O N F I D E N T I A L  
WAR DIARY

U.S.S. REEVES (APD52)

August 20, 1945.

Steaming as before. TU 95.5.58 dissolved at 0630, reported to CTF 31 in U.S.S. IOWA (BB61). Remainder of day spent in replenishment exercises in preparation for occupation of Japan.

Task Organization:

ComThird Fleet - Admiral W.F. Halsey, USN

TF 31 (CTF 31 in U.S.S. IOWA (BB61), Rear Admiral O.C. Badger, USN)

TG 31.4 (CTG 31.4 in U.S.S. GRIMES (APA172), Commodore Smoot, USN)

TU 31.4.4 (CTU 31.4.4 in U.S.S. SIMS (APD50), Capt. Kennaday, USN)

Posits: 0800 Lat. 31° 43' N. Long. 143° 33' E.  
1200 Lat. 31° 09' N. Long. 143° 56' E.  
2000 Lat. 30° 29' N. Long. 145° 10' E.

August 21 - 26, 1945.

Steaming with TF 31. These days spent transferring men between ships of the Task Force, delivering mail, fueling, and provisioning. On August 25, CTF 31 shifted his flag to the U.S.S. SAN DIEGO (CL53). At 2145 August 26, set course for Sagami Wan.

August 21

Posits: 0800 Lat. 31° 41' N. Long. 144° 00' E.  
1200 Lat. 31° 14' N. Long. 143° 36' E.  
2000 Lat. 30° 41' N. Long. 141° 40' E.

August 22

Posits: 0800 Lat. 31° 03' N. Long. 142° 04' E.  
1200 Lat. 31° 44.5' N. Long. 142° 21' E.  
2000 Lat. 32° 36' N. Long. 142° 37' E.

August 23

Posits: 0800 Lat. 32° 26' N. Long. 143° 20' E.  
1200 Lat. 32° 49' N. Long. 142° 47' E.  
2000 Lat. 32° 36' N. Long. 142° 26' E.

August 24

Posits: 0800 Lat. 32° 28' N. Long. 142° 25' E.  
1200 Lat. 32° 37' N. Long. 142° 46' E.  
2000 Lat. 31° 59' N. Long. 143° 03' E.

August 25

Posits: 0800 Lat. 32° 03' N. Long. 142° 59' E.  
1200 Lat. 32° 41' N. Long. 142° 16' E.  
2000 Lat. 33° 17' N. Long. 141° 34' E.

August 26

Posits: 0800 Lat. 33° 11' N. Long. 141° 08' E.  
1200 Lat. 33° 07' N. Long. 141° 47' E.  
2000 Lat. 33° 20' N. Long. 141° 25' E.



C O N F I D E N T I A L  
WAR DIARY

U.S.S. REEVES (APD52)

August 27, 1945.

Steaming as before. Anchored in Sagami Wan, Honshu, at 1750 in company with TF 31.

Posits: 0800 Lat. 34° 04' N. Long. 140° 28' E.  
1200 Lat. 34° 32' N. Long. 139° 52' E.  
2000 Lat. 35° 11' N. Long. 139° 36' E.

August 28, 1945.

Anchored in Sagami Wan, Honshu. Received two Japanese pilots on board at 1701.

August 29, 1945.

Anchored in Sagami Wan, Honshu. Underway at 0330 in accordance with CTG 31.4 dispatch 280731 proceeding into Tokyo Bay to report to CTF 31. Anchored in Yokosuka Ko, Tokyo Bay, at 0619, standing by to receive Japanese pilots on board from CTF 31. Received eight Japanese pilots on board at 0638. Underway at 0717 in accordance with CTF 31 orders, proceeding to Sagami Wan. Arrived Sagami Wan at 0942 and ordered by CTG 31.4 to proceed to Uruga Suido and transfer Japanese to U.S.S. COLOHAN (DD658), and then report to CTF 31 in Tokyo Bay. Transferred all Japanese to COLOHAN at 1100, proceeding into Tokyo Bay. Entered Tokyo Bay at 1220 and proceeded to U.S.S. IOWA (EB61) to fuel as directed by CTF 31. Completed fueling at 1446 and got underway, reporting to CTG 30.6 for temporary duty in compliance with CTF 31 dispatch 29 0223 (CTG 30.6 in U.S.S. SAN JUAN (CL54), Commodore Simpson, USN). Anchored off Tokyo Harbor at 1715 in company with TG 30.6, LCVF's engaged in bringing out released POW's to U.S.S. BENEVOLENCE (AH13) from Tokyo camps. Went alongside BENEVOLENCE at 2130 to receive ambulatory repatriates aboard. Received 149 repatriates aboard from BENEVOLENCE, first group of POW's to be liberated from Tokyo area.

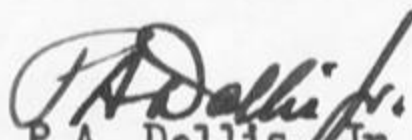
Posits: 0800 Lat. 35° 11' N. Long. 139° 45' E.  
1200 Lat. 35° 15' N. Long. 139° 46' E.  
2000 Lat. 35° 34.5' N. Long. 139° 51' E.

August 30, 1945.

Moored alongside U.S.S. BENEVOLENCE (AH13) off Tokyo Harbor. Underway from alongside at 0010 and anchored in company with TG 30.6 at 0040. Remainder of day spent bringing out released POW's from Tokyo camps with LCVF's.

August 31, 1945.

Anchored off Tokyo Harbor, in Shinagawa Wan, Honshu, in company with TG 30.6. Underway at 1310 with TG 30.6 and anchored at 1411 in anchorage off Yokohama, Japan.

  
P.A. Dallis, Jr., Lt.Cdr., USNR,  
Commanding



C-O-N-F-I-D-E-N-T-I-A-I  
WAR DIARY

U. S. S. REEVES (APD 52)

c/o Fleet Post Office  
San Francisco, California

REG. NO 424

R. S. NO

REG. SHEET NO 173

September 1, 1945.

Zone minus nine (-9)

Task Organization

Third Fleet

ComThirdFleet W.F. Halsey, Jr., USN, Flagship  
U.S.S. MISSOURI (BB63)

Task Group 30.6 Commodore Simpson, USN, flagship U.S.S. SAN JUAN (CL54)

Anchored off Yokohama, Japan, in company with TG 30.6. Commodore Simpson USN, CTG 30.6, came aboard at 0645 with P.O.W. rescue party and war correspondents. Underway at 0656 proceeding to Tokyo Harbor. Entered Tokyo Harbor at 1027, believed to be first allied ship to enter since 1941. Commodore Simpson left ship with party to search for P.O.W.'s. One small camp was evacuated and at 1931 got underway and proceeded into Tokyo Bay to transfer party to other ships.

Posit:	0800	Lat. 35° 35' N.	Long. 139° 48' E.
	1200	Lat. 35° 38.5' N.	Long. 139° 46' E.
	2000	Lat. 35° 38' N.	Long. 139° 46' E.

September 2, 1945.

Zone minus nine (-9)

Completed all transfers and anchored in northern Tokyo Bay at 0351. Remainder of the day was declared a holiday while surrender terms were being signed by the Japanese aboard the U.S.S. MISSOURI (BB63) in Tokyo Bay.

Posit:	2000	Lat. 35° 35' N.	Long. 139° 50' E.
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September 3, 1945.

Zone minus nine (-9)

Anchored in northern Tokyo Bay. Underway at 0900 proceeding to Yokohama Harbor. Moored in Yokohama at 1043 and received a party of army officers and war correspondents aboard. Underway at 1128 and proceeded into Tokyo Bay for fueling. Completed fueling at 1500. Transferred all army personnel to U.S.S. RESCUE (AH18) at 1555. Joined TU 30.6.1, CTU 30.6.1 in U.S.S. SAN JUAN (CL54), and underway for Hamana Ko, Honshu.

Posit:	0800	Lat. 35° 30' N.	Long. 139° 42' E.
	1200	Lat. 35° 37.5' N.	Long. 139° 38' E.
	2000	Lat. 34° 49' N.	Long. 139° 16.5' E.

P.A. DALLIS, Jr., Lt. Cdr., USNR.  
Commanding.

147619



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

U. S. S. REEVES (APD-52)

September 4, 1945.

Zone minus nine (-9)

Proceeding to Hamana Ko, Honshu. Anchored off Moisaka, Honshu at 0609 with TU 30.6.1. Transferred all correspondents at 1400 to U.S.S. SAN JUAN (CL54). Received 139 repatriats on board from U.S.S. RESCUE (AH18).

Posit:	0800	Lat. 34° 38.5' N.	Long. 137° 34' E.
	1200	Lat. 34° 40' N.	Long. 137° 34' E.
	2000	Lat. 34° 40' N.	Long. 137° 34' E.

September 5, 1945.

Zone minus nine (-9)

Anchored off Moisaka, Honshu. Underway for Tokyo Bay at 0045 arriving at 1026 and anchored off Yokohama. Proceeded into Yokohama Harbor during afternoon and transferred all repatriats. While manuevering in Yokohama Harbor port and starboard propellers were bent and damaged by one of the numerous floating logs in the harbor. Report of this was made to all operational commands. At 1736 departed Tokyo Bay enroute to Hamana Ko, Honshu to join TU 30.6.1.

Posit:	0800	Lat. 35° 00' N.	Long. 139° 22' E.
	1200	Lat. 35° 25' N.	Long. 139° 43' E.
	2000	Lat. 35° 04' N.	Long. 139° 46' E.

September 6, 1945.

Zone minus nine (-9)

Proceeding to Hamana Ko, Honshu, to join TU 30.6.1. Anchored in company with TU 30.6.1 at 1015.

Posit:	0800	Lat. 34° 23' N.	Long. 137° 41' E.
	1200	Lat. 34° 40' N.	Long. 137° 37' E.
	2000	Lat. 34° 40' N.	Long. 137° 37' E.

September 7, 1945.

Zone minus nine (-9)

Anchored as on the sixth. At 1730 completed receiving 168 repatriates on board from U.S.S. RESCUE (AH18). Underway at 2030 proceeding to Tokyo Bay.

Posit:	2000	Lat. 34° 40' N.	Long. 137° 37' E.
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September 8, 1945.

Zone minus nine (-9)

Enroute to Tokyo Bay from Hamana Ko, Honshu. Moored to buoy in Yokohama Harbor, Honshu at 1341 and transferred all repatriates. After transfer completed, anchored outside Yokohama Harbor.

Posit:	0800	Lat. 34° 51' N.	Long. 139° 16' E.
	1200	Lat. 35° 26.5' N.	Long. 139° 42' E.
	2000	Lat. 35° 27' N.	Long. 139° 42.5' E.



September 9, 1945.  
Zone minus nine (-9)

Anchored off Yokohama Harbor, Honshu.

September 10, 1945.  
Zone minus nine (-9)

Anchored off Yokohama Harbor, Honshu. Underway at 1128 and joined four LST's enroute to Saipan, Mariana Islands in accordance with ComThird Fleet 080415 of September. SOPA, ComLST Group 86 in LST 789.

Posit:	0800	Lat. 35° 27' N.	Long. 139° 42.5' E.
	1200	Lat. 35° 22' N.	Long. 139° 43' E.
	2000	Lat. 34° 21.5' N.	Long. 140° 14' E.

September 11 - 15, 1945.  
Zone minus nine (-9)

Enroute to Saipan, Marianas, in company with four LST's, SOPA, ComLST Group 86 in LST 789. At 2330 on the 11th ship's clocks were changed to Zone time minus ten (-10). Test fired five inch gun on the 13th, expended 12 5"/38 projectiles Ber 453SJ44; 12 5"/38 projectiles Ber. 454SJ44; 12 cartridges SPDN G522; 6 cartridges SPDN 5800; 3 cartridges SPDN 4484; 2 cartridges SPDN 2836, and 1 cartridge SPDN 5737.

At 2000 on the 15th, proceeding independently to Saipan, LST's proceeding to Guam.

September 11

Posit:	0800	Lat. 33° 03' N.	Long. 142° 00' E.
	1200	Lat. 32° 40' N.	Long. 142° 35' E.
	2000	Lat. 31° 40' N.	Long. 143° 36.5' E.

September 12

Posit:	0800	Lat. 29° 53' N.	Long. 144° 10' E.
	1200	Lat. 29° 13' N.	Long. 144° 15' E.
	2000	Lat. 27° 56' N.	Long. 144° 15' E.

September 13

Posit:	0800	Lat. 25° 58' N.	Long. 144° 10.5' E.
	1200	Lat. 25° 22' N.	Long. 144° 12' E.
	2000	Lat. 24° 05' N.	Long. 144° 16' E.

September 14

Posit:	0800	Lat. 22° 23' N.	Long. 144° 06' E.
	1200	Lat. 21° 52' N.	Long. 144° 05' E.
	2000	Lat. 20° 40' N.	Long. 144° 14' E.



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

U. S. S. REEVES (APD-52)

September 11 - 15, 1945 (continued)

Zone minus nine (-9)

September 15

Posit:	0800	Lat. 18° 56.5' N.	Long. 144° 29' E.
	1200	Lat. 18° 21' N.	Long. 144° 38' E.
	2000	Lat. 17° 05' N.	Long. 144° 38' E.

September 16, 1945.

Zone minus ten (-10)

Arrived at Saipan, Marianas, at 1021 and reported to ComServDiv 103 for docking and repair of underwater damage to propellers. Docked in U.S.S. ARD 25 at 1622, and commenced five day availability.

Posit:	0800	Lat. 15° 27' N.	Long. 145° 25' E.
	1200	Lat. 15° 14' N.	Long. 145° 39' E.
	2000	Lat. 15° 14' N.	Long. 145° 39.5' E.

September 17, 18, 19, 1945.

Zone minus ten (-10)

Docked in U.S.S. ARD 25, Saipan, Marianas undergoing repairs to port and starboard propellers. At 1121 on the 19th undocked from U.S.S. ARD 25 and moored starboard side to port side U.S.S. ARD 25.

September 20-26, 1945.

Zone minus ten (-10)

Moored to U.S.S. ARD 25 at Saipan, Marianas. On the 21st, reported to Fifth Fleet for duty in compliance with ComThird Fleet 180135 of September.

September 27, 1945.

Zone minus ten (-10)

Moored to U.S.S. ARD 25, Saipan, Marianas. In accordance with orders of Port director, Saipan, of 26 September, got underway at 1039, enroute to Yokosuka Naval Base, Honshu, Japan.

Posit:	0800	Lat. 15° 14' N.	Long. 145° 43' E.
	1200	Lat. 15° 25' N.	Long. 145° 28' E.
	2000	Lat. 17° 34' N.	Long. 144° 27' E.

September 28, 29, 30, 1945.

Zone minus ten (-10)

Enroute from Saipan, Marianas, to Yokosuka, Honshu. At 1800 on the 29th ship's clocks set back to zone time minus nine (-9). Anchored off Yokosuka Harbor at 1300 on 30 September and reported to Port Director, Yokosuka for duty.



September 28, 29, 30, 1945. (continued)  
Zone minus ten (-10)

September 28

Posit:	0800	Lat. 21° 09' 5" N.	- Long. 144° 31' E.
	1200	Lat. 22° 19' N.	Long. 144° 26' E.
	2000	Lat. 24° 55' N.	Long. 144° 20' E.

September 29

Posit:	0800	Lat. 28° 29' N.	Long. 144° 31' E.
	1200	Lat. 29° 06' N.	Long. 145° 51' E.
	2000	Lat. 30° 54' N.	Long. 141° 41' E.

September 30

Posit:	0800	Lat. 34° 21' N.	Long. 140° 07' E.
	1200	Lat. 34° 21' N.	Long. 140° 07' E.
	2000	Lat. 34° 21' N.	Long. 140° 07' E.

Task Organization:

Fifth Fleet	ComFifth Fleet, Admiral R.A. SPRUANCE, USN, flagship U.S.S. NEW JERSEY (BB62)
Task Group 53.4	CTG 53.4, U.S. Fleet Activities, Yokosuka, Commodore KESSING, USN.
Task Unit 53.4.1	CTU 53.4.1; Port Director, Yokosuka, Captain CRUSE, USN.

*P.A. Dallis*

P.A. DALLIS, Jr., Lt. Cdr., USNR,  
Commanding.



APD52/A12  
Serial: 133

U.S.S. REEVES (APD52)  
c/o Fleet Post Office  
San Francisco, California.

/jjs

18 December 1945.

From: The Commanding Officer.  
To: The Secretary of the Navy.  
Subject: History and Supplementary Data - forwarding of.  
Reference: (a) ALPAC #318  
Enclosure: (A) Subject information.

1. In compliance with reference (a) enclosure (A) is forwarded herewith.

*P.A. Dallis Jr.*  
P.A. DALLIS, Jr.



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## HISTORY OF THE U.S.S. REEVES (APD52)

The REEVES was commissioned as a destroyer escort on 9 June 1943 at the Norfolk Navy Yard. One of many to take her name from heroes of World War II she was named for Chief Radioman Thomas J. REEVES, Congressional Medal of Honor winner, who met his death aboard the U.S.S. CALIFORNIA, at Pearl Harbor on December 7th 1941.

Under the command of Lieutenant Commander Mathias S. CLARK, USNR, of Passaic, New Jersey, veteran of World War I and formerly navigator on the attack transport THOMAS JEFFERSON, the REEVES proceeded to Bermuda for a month of intensive training under the Atlantic Fleet Operational Training Command. From there, it was back to Norfolk and final readying for convoy duty which was soon to follow in the form of a slow (8 knot) run to Casablanca. Upon her return to New York six weeks later, the REEVES was assigned availability at the New York Navy Yard and a period of training at Casco Bay. The next twelve months were destined to be spent as escort for fast tanker convoys traveling between New York and the British Isles, certainly the prize assignment for ships of the Atlantic Fleet. No matter how rough the seas or how crowded with enemy subs were the status boards; it was always about ten (10) days over, a few days in Londonderry and about ten (10) days back with availability in New York and training at Casco Bay or Montauk Point.

Lieutenant Commander James J. DURNEY, USNR, of Oakland, California, took over command on December 2nd 1943. He came to the REEVES as executive Officer upon commissioning, a Naval R.O.T.C. graduate of the University of California and veteran skipper of 110' subchasers. Christmas of '43 found the REEVES just south of Iceland in the throes of a severe North Atlantic storm - it was this trip which found five of the six ships of Escort Division Six without sound domes upon arrival in New York.

Disaster struck for the first time when the S.S. SEAKAY, a fast tanker, was sunk in convoy on March 18th 1944. The REEVES picked up 83 survivors from a total of 84 on board; and one of her coxswains, E.E. ANGUS, was awarded the Navy and Marine Medal for outstanding heroism in connection with the rescue. When the U.S.S. DONNELL, a destroyer escort, was struck by an acoustic torpedo in May of the same year, the REEVES took her in tow and stood by until tugs arrived and then proceeded to port with a number of the more seriously wounded men.

D-Day at Normandy and the ship's first anniversary found her headed for Europe with more supplies and troops. The three convoys of the summer of '44 were without event, and the REEVES arrived at Philadelphia Navy Yard late in September for conversion to a high speed transport. This period of three months was followed by a short training period in Chesapeake Bay, after which the ship sailed through the Panama Canal to join the Pacific Fleet in January of 1945. Necessary repairs to her sound gear in drydock at Ulithi prevented the REEVES from participating in the invasion of Iwo Jima, but March found the ship at Leyte Gulf rehearsing for the invasion of Okinawa.

The REEVES arrived off Kerama Retto on the morning of March 26th assigned to duty as a standby ship of the Underwater Demolition Unit. The ship's company will long remember the harrowing 109 days and nights spent in the anti-submarine and anti-aircraft screen from that day until the 18th of August. A period of convoy escort to Ulithi and availability in the Philippines provided the only breaks during that period. Two Jap planes were crashed when the REEVES guns found their mark, both without any casualty to the ship or her personnel.

Lieutenant Commander Park A. DALLIS, Jr., USNR, of Atlanta Georgia, became the REEVES' third skipper on August 13th 1945. A Naval R.O.T.C. graduate of Georgia Tech., he came to the REEVES after serving as executive officer on the



TATUM, also an APD. His sea duty background includes considerable duty as a PC and SC skipper. The end of hostilities soon followed and the REEVES fell heir to one of the choicest assignments of her career, the occupation of Japan. She joined the Third Fleet and proceeded with it to Sagami Wan, later entering Tokyo Bay to become the first transport assigned for rescue of repatriates. Included in the list of those rescued were such heroes as Major Gregory "Pappy" Boyington, Marine ace; Commander R.H. O'Kane of the submarine TANG; Commander Blinn of the POPE and many others. On September first, the REEVES became the first allied ship to enter Tokyo Harbor and tie up to the docks since 1941. Further rescue duty occupied the REEVES until September 16th. Shortly thereafter the ship was sent to Saipan for drydocking. On the return trip to Yokosuka, the REEVES for the first time since its commissioning, burned its running lights at sea and did not man its guns or sound gear. The REEVES returned to Yokosuka on the 30th of September and joined the Fifth Fleet. In the early part of October she was assigned to assist the United States Strategic Bombing Survey by transporting personnel and equipment to areas in which surveys were to be conducted. The ship left Tokyo on the 24th for Nagasaki, and arrived there on the 27th, loaded with about forty bomb-survey personnel and an assortment of jeeps, trucks, and supplies. On arrival all equipment was transferred ashore, and the United States Strategic Bombing Survey personnel departed for inland areas of Kyushu. The REEVES remained in Nagasaki until the 4th of November, at which time she left for Sasebo for minor repairs. She returned to Nagasaki on the 14th of November, and immediately became an operating base for a group of United States Strategic Bombing Survey officers and men.

It was on the 24th of November that the word, for which all hands had been waiting, was finally received. With its "homeward bound" pennant floating happily in the breeze, the REEVES departed Nagasaki for the west coast of the United States on the 26th of November, carrying over one hundred seabees, marines and Naval personnel home for discharge. After stops at Iwo Jima and Eniwetok the REEVES reached Pearl Harbor on the 14th of December. From Pearl Harbor she is to go to San Diego then via Panama Canal to the east coast to join the Reserve Atlantic Fleet.



U.S.S. REEVES (APD52)  
c/o Fleet Post Office  
San Francisco, California.

Supplement to Ship's History

Commanding Officers during war period:

- (1) Lt.Cdr. Mathias S. CLARK, USNR, Passaic, New Jersey.
- (2) Lt.Cdr. James J. DURNEY, USNR, 393 Hampton Road, Piedmont, California.
- (3) Lt.Cdr. Park A. DALLIS, Jr., USNR, 2364 Ponce DeLeon Ave, NE, Atlanta, Ga.

Awards:

ANGUS, E.E., BM2c, USNR of 3525 Fairmount Ave, San Diego California, awarded Navy and Marine Corp. Medal for outstanding heroism in connection with the rescue of survivors of the S.S. SEAKAY sunk by a German submarine about 500 miles off the coast of Ireland on March 18, 1944.