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AGP-9/ A12-1
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U. S. S. WILLOUGHBY (AGP-9)
C/O FLEET POSTMASTER
SAN FRANCISCO, CALIFORNIA



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SO10 22 94

8 October 1945
RECEIVED

From: The Commanding Officer, U.S.S. WILLOUGHBY (AGP-9).
To: The Secretary of the Navy.

NAVY DEPARTMENT
SECY'S OFFICE - RECORDS DIV.

Subject: Ship's History - Submission of.

Reference: (a) ALPAC 142240/202 dated 14 September 1945.

Enclosure: (A) Ship's History.

All enclosures
EX08 Mail Room

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

J. P. E. Brouillette
J. P. E. BROUILLETTE



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PRINT

U.S.S. WILLOUGHBY—AGP-9
SHIP'S HISTORY
June 18, 1944—October 1, 1945 .

June 18, 1944

U.S.S. WILLOUGHBY placed in commission by Captain H.K. Stubbs, USN, representing Commandant, Thirteenth Naval District, A.J. Church, Lt. Comdr., USNR, Commanding Officer, and Willard Emery, Lt. Comdr., USNR, Executive Officer, at Lake Washington Ship Yards, Kirkland, Washington.

June 19 - 23, 1944

Moored at Lake Washington Shipyards engaged in fitting out.

June 24, 1944

Steamed to Manchester, Washington, where ship moored to the fuel dock and took on 20,000 gallons of aviation gasoline.

June 25, 1944

Steamed to Vashon Island, Washington, for measured mile range. When measure completed steamed to Illahee, Washington, where ship was depermed.

June 26, 1944

Steamed to Puget Sound Navy Yard, Bremerton, Washington, where ammunition was loaded.

June 28, 1944

Steamed to degaussing range off Jefferson Point, Puget Sound. When degaussing was completed, proceeded to Pier 91, Seattle, Washington.

June 29, 1944

Ship inspected by CFOTCPAC. Got under way for purpose of compensating compass and then returned to Pier 91.

June 30, 1944

Steamed to Point-No-Point, Puget Sound, where radio direction finder was calibrated and then returned to Pier 91.

July 1, 1944

Moored to Pier 91, Seattle, Washington, loading stores.

July 2 - 5, 1944

Steamed to San Francisco Bay, California, where stores were loaded.

July 6 - 7, 1944

Steamed to San Diego, California.

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July 8, 1944

Inspected by COTCPAC in San Diego Harbor.

July 9 - 11, 1944

Commenced shakedown cruise. Conducted anti-submarine warfare operations. Returned to San Diego Harbor.

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July 12 - 14, 1944

Conducted gunnery drills. Returned to San Diego.

July 15, 1944

Anchored in San Diego, California. Loaded stores.

July 16, 1944

Underway for measured mile run. Returned to port.

July 17, 1944

Underway for anti-aircraft drill. Returned to port.

July 18, 1944

Moored in San Diego Harbor.

July 19 - 21, 1944

Conducted anti-aircraft drills. Returned to San Diego.

July 22, 1944

Anchored in San Diego Harbor.

July 23 - 25, 1944

Steamed to San Pedro, California. Conducted gunnery drills enroute.

July 26, 1944

Steamed from San Pedro to San Diego conducting drills enroute.

July 27, 1944

Under way for target practice. Returned to San Diego.

July 28, 1944

Under way for power runs operation. Returned to San Diego.

July 29, 1944

Moored in San Diego Harbor.

July 30 - August 2, 1944

Underway for firing and anti-submarine drills. Returned to San Diego.

August 3, 1944

Held final shakedown inspection. Underway for firing practice.

August 4, 1944

Returned to San Diego. Took on stores. Got underway for San Pedro.

August 5, 1944

Arrived at San Pedro. Moored at Naval Repair Base, Terminal Island, California.

August 7 - 11, 1944

In dry dock at Naval Repair Base, Terminal Island.

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August 12 - 13, 1944
Steamed to San Francisco, California.

August 14, 1944
Moored to Pier 48A, where stores were loaded.

August 15 - 27, 1944
Under way for Funafuti, Ellice Islands.

August 25, 1944
Crossed the Equator and held Shellback initiation.

August 28 - September 1, 1944
Pursuant to orders from Commander Seventh Fleet, changed course to head for Manus Island in the Admiralties. On September 1 anchored in Tulagi Harbor where stores and fuel were loaded.

September 2 - 5, 1944
Steamed to Seeadler Harbor, Admiralty Islands.

September 6, 1944
Anchored in Seeadler Harbor, Admiralty Islands. Got underway for Mios Woendi.

September 7, 1944
At 1335 made out sound contact bearing 320 degrees true, distance 1000 yards. Sounded general quarters. Executive Officer reported seeing torpedo wake which passed the ship. 1341 commenced run on sub. 1342 dropped four depth charges, lost contact with sub, but continued to search area. 1404 commenced firing on barrel on port side. 1512 regained slight sound contact, made run, but dropped no charges, lost contact. 1632 secured from general quarters and resumed course.

September 8, 1944
Arrived at Mios Woendi, Padaido Islands.

September 9 - October 12, 1944
Anchored in Mios Woendi Harbor tending PT boats.

October 13 - 15, 1944
Steamed to Kossol Passage, Palau Islands, with Task Group 70.1. Motor Torpedo Boat Squadron 21 and part of Squadron 7 were attached to our ship for future operations.

October 16 - 17, 1944
Anchored at Kossol Passage. On October 16 a tropical twister headed directly for the ship, but spent itself before it reached us.

October 18 - 21, 1944
Steamed to San Pedro Bay off Leyte Island in Philippine Islands. Arrived in San Pedro Bay on October 21 at 1443. Landings had been effected on the previous day and cruisers and destroyers were still bombarding the beach area. Ship was at general quarters for one hour due to red alert.

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October 22, 1944

Anchored in San Pedro Bay.

October 23, 1944

Experienced light enemy air attack commencing at 1814. Secured from general quarters at 1918. Man brought on board from PT 325 for treatment of shrapnel wound received during air attack.

October 24, 1944

Heavy enemy air attacks commenced at 0750. A squadron of Navy fighter planes shot down four Japanese Betty bombers, one of them attempting a suicide dive into a large transport. A few moments later four enemy Sally bombers came into the area and three of them were shot down by anti-aircraft fire. Some bombs were dropped and there was some attempt at strafing. Four Japanese Nick light bombers, two Val dive bombers and a Dinah recco plane approached from the west. Three Nicks, one Val, and the Dinah were shot down by combined fighter plane and anti-aircraft fire. The WILLOUGHBY was credited with shooting down two enemy planes. One of the planes we hit, a Nick, crashed into an LCI, sinking it. Another Nick crashed into an ocean going tug which was later beached. Five survivors from the LCI were brought on board. Air attacks continued at intermittent intervals for most of the day, the ship being at general quarters for approximately six and one half hours.

October 25, 1944

Experienced enemy air attacks at intervals all during the day. Were at general quarters for approximately 11½ hours.

October 26, 1944

Experienced enemy air attacks at intervals all during day. Ship did considerable firing without result. Ship was at general quarters for approximately ten hours. All PT boats attached to ship participated in Battle of Surigao Strait.

October 27, 1944

Experienced enemy air attacks at intervals during day. Spent eight hours at General quarters. Five Zeke fighters attacked a Ron 7 PT boat, killing two men the bodies of whom were brought on board, and wounding one.

October 28, 1944

Experienced light enemy air attacks during the day.

October 29, 1944

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October 31 - November 12, 1944

Enemy air raids were experienced every day during this period. On November 5 the PT 320 sustained a direct bomb hit while anchored off our starboard bow. The PT boat was entirely demolished and all hands save one were killed. On November 12 a flight of suicide bombers attacked, one crashing into a transport on our port bow, and another crashing into an LST about two miles from our berth.

November 13 - 16, 1944

Steamed in company with the USS WACHAPREAGUE AGP-8, for Mios Woendi.

November 17 - 18, 1944

Loaded stores and ammunition in preparation for return to Leyte Island.

November 19 - 22, 1944

Steamed to Kossol Roads, Palau Islands, in company with the U.S.S. PONTUS AGP-20, USS WACHAPREAGUE AGP-8, 41 PT boats and 7 U.S. Army crash boats.

November 23, 1944

Anchored in Kossol Roads, servicing PT boats.

November 24 - 27, 1944

Steamed to Leyte Gulf. Late in the morning of November 27 the ship was called to general quarters as a large task force of our battle-ships, cruisers and destroyers underwent attack by Japanese air elements. Nine Jap planes were observed to be shot down by the task force while no damage was inflicted on any ships of our force. Shells from our force fired at Japanese planes exploded perilously near the WILLOUGHBY.

November 28 - 1 December, 1944

Serviced PT boats in San Pedro Bay with only very sporadic interference due to enemy air attacks.

December 2, 1944

Early in the morning the airstrip at Tacloban was subjected to nuisance raid air attack but suffered no damage. No bombs were dropped near the ship.

December 3 - 4, 1944

Continued servicing PT boats of Squadron 21.

December 5, 1944

At 1343 underway to go alongside the tanker DILOMA (British) to refuel with high octane gas. After refueling returned to previous anchorage in Berth 21. Late in the evening received ten survivors of the USS COOPER (DD 695) aboard for berthing.

December 6, 1944

At dusk this evening experienced a light enemy air attack. There were three planes engaged in the attack and they were presumed to be Japanese Topsy transport planes. One of them was (continued)

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6 December, 1944 (continued)

shot down by shore anti-aircraft installations north of the Dulag area; another was shot down by ship anti-aircraft fire and glided the full length of the bay before crashing three thousand yards off our starboard bow. The third plane was shot down by A.A. fire over the Tacloban airstrip. It was later learned that the three aircraft had been carrying paratroopers. Our installations and ships suffered no damage.

7 - 8 December, 1944

On the 7th observed the USS SPENCER, a minesweeper, to run onto a reef off our starboard bow. She was assisted off the reef on the 8th of December by an ocean-going tug. Early in the evening of the 8th we received 18 survivors of the USS MAHAN (DD 364) aboard for temporary duty.

9 December, 1944

Serviced and maintained PT boats of Squadron 21.

10 December, 1944

Early in the morning the Tacloban airstrip experienced another light enemy air attack and a large explosion was seen just south of the strip. There was minor damage inflicted upon one of our fuel dumps. Late this afternoon two of the PT boats attached to this ship were attacked by four Zekes in Leyte Gulf. One of the Zekes suicide crashed the PT 323 killing both of the boat officers. The PT 327 in examining the PT 323 after fires had been extinguished reported that most of the boat could be salvaged. Several of the crew of the PT 323 sustained minor injuries and were admitted to our sick bay for treatment.

11 December, 1944

A salvage party left ship early this morning to salvage vitally needed equipment from the PT 323.

12 December, 1944

At dusk this evening a lone Japanese plane dropped five bombs on the Tacloban airstrip. There was sporadic light fire from beach installations but the plane escaped. There was no damage sustained by the airstrip or its aircraft.

13 December, 1944

Under way at 1247 to go alongside the USS PORCUPINE to take on high octane gas and diesel fuel. Upon completion of refueling returned to former anchorage in Berth 21.

14 - 15 December, 1944

Continued fueling and servicing PT boats. Late in the morning of the 15th of December one of our own aircraft crashed into the hills of Samar Island, the pilot parachuting to safety and being rescued by one of our PT boats.

16 - 19 December, 1944

Continued with normal tender operations of fueling and repairing PT boats.

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20 December, 1944

During evening twilight two Japanese light bombers raided the bay area. One of them was shot down by combined ship and shore AA fire while the second in an attempted suicide crash dive into our task force of cruisers and destroyers was disintegrated and crashed harmlessly into the water.

21 - 22 December, 1944

Serviced PT boats. On the afternoon of the 22nd some casualties from PT 229, injured in contact with the enemy, were brought aboard for medical treatment.

23 December, 1944.

Got underway at 0700 pursuant to orders of Commander Task Group 70.1 to transfer PT spares to the USS PONTUS AGP-20 in San Juanico Strait. Upon completion of transfer of equipment returned to San Pedro Bay and anchored. Late in the evening heavy anti-aircraft fire was observed north of the Dulag area and a single plane raided the Tacloban airstrip with no visible results.

24 December, 1944

Underway at 0701 to moor alongside USS OYSTER BAY AGP-6 to transfer torpedoes. At 0900 change of command ceremonies were held on the Navigation Bridge. Lieutenant (T) Joseph P.E. BROUILLETTE relieved Lieut. Comdr. Archie J. CHURCH as the commanding officer of this vessel. The change of command was effected pursuant to orders of the Bureau of Naval Personnel.

25 December, 1944

Underway at 1230 to go alongside the USS CORONDELET to take on diesel fuel. After finishing refueling returned to previous anchorage. Late in the evening the Tacloban airstrip was subjected to light air attack and from the resultant anti-aircraft fire from shore installations some shrapnel fell on our ship.

26 December, 1944

Underway at 1704 leaving San Pedro Bay, Philippine Islands, for Espiritu Santo in the New Hebrides Islands in pursuance of orders of Commander Task Group 75.

27 December, 1944

Steaming enroute to Espiritu Santo. Early in the morning conducted a firing drill.

28 December, 1944

Steaming as before. Conducted firing drills early in the morning and dropped several depth charges in test of the racks and charges.

29 - 31 December, 1944

Steaming enroute to Espiritu Santo. On 30 December changed clocks to correspond with Zone -10 time.

1 - 3 January, 1945

Steaming as before to pick up PT spare parts vital to the continued operation of PT boats in the Philippine Islands.

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January 4, 1945

Spent day at Espiritu Santo loading stores.

January 5 - 8, 1945

Steamed from Espiritu Santo to Treasury Islands to pick up more PT spare parts.

January 8 - 9, 1945

Steamed from Treasury Islands to Green Island to load PT spare parts.

January 9 - 10, 1945

Steamed from Green Island to Emirau Island to load PT spare parts.

January 10 - 11, 1945

Steamed to Seeadler Harbor, Manus Island, in the Admiralties.

January 12 - 13, 1945

Loaded stores at Manus.

January 14 - 18, 1945

Steamed from Manus to San Pedro Bay, Philippine Islands and anchored in San Juanico Straits.

January 19 - 22, 1945

Unloaded PT spare parts gathered on trip just completed.

January 23 - 31, 1945

Steamed from San Juanico Straits to Mangarin Bay, Mindoro Island, towing a fuel barge and a small pontoon dry dock. Speed of advance on the trip was four knots. We travelled in company with 25 Army tugs and with an escort of two DEs. On January 27th an enemy plane was sighted but it did not attack our convoy.

February 1, 1945

At anchor in Mangarin Bay, Mindoro Island.

February 2 - 5, 1945

Took the USS GANSEVOORT DD 608, which had taken a Nip suicide plane in her after engine room and could make no way under her own power, in tow and proceeded to San Pedro Bay.

February 6 - 18, 1945

At anchor in San Pedro Bay tending PT boats.

February 19 - 22, 1945

Steamed with a convoy consisting of 25 LSTs, 15 LSMs, 9 LCIs, 7 YMSs, 1 PC, 1 APC and 3 SCs for Mangarin Bay, Mindoro. We were well loaded with base force personnel of squadrons 20 and 23 who we were to tend at Palawan. On the morning of 21 February, 1945, the USS RENSHAW DD 499, one of the escorts of our convoy, was torpedoed by a Japanese submarine. She was hit in the forward fire room and consequently lost her power. She was on an even keel as the convoy left her, leaving the USS SHAW DD 373 behind to protect her until a tug was sent from Leyte to tow her back. No further contact with the sub was experienced during the remainder of the trip.

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February 23 - 26, 1945

At anchor in Mangarin Bay, Mindoro, preparing for the imminent invasion of Palawan Island. The WILLOUGHBY was assigned PT squadrons 20 and 23 to tend during this operation.

February 27 - March 1, 1945

Steamed in convoy with 19 LSTs and 21 PT boats with four destroyers as escorts for Puerto Princesa at Palawan Island. Upon arrival we found that the troops had landed the previous day almost without opposition, and that our task force of cruisers and destroyers had demolished Puerto Princesa sending the enemy fleeing to the hills.

March 2 - April 30, 1945

Spent two nearly uneventful months tending PT boats of Rons 20 and 23 in Puerto Princesa Harbor. On April 28 and April 30 the area sustained a light enemy air raid with little damage done.

April 30 - May 1, 1945

Having been relieved by the USS MOBJACK of duty of tending PTs in Puerto Princesa Harbor, ship steamed to PT Base 17 on Samar Island.

May 2 - 10, 1945

This period was spent at various points in Leyte Gulf taking on stores in preparation for the expected invasion of Brunei Bay in British North Borneo.

May 11 - 12, 1945

Proceeded to Mangarin Bay, Mindoro Island, in company with 5 merchant ships and two DES.

May 13 - June 4, 1945

Having been assigned squadrons 13 and 16 for the coming operation at Brunei Bay, Borneo, this period was spent in making ready for the operation.

June 5 - 6, 1945

Steamed to Puerto Princesa, Palawan, where PTs were refueled and given minor repairs.

June 7 - 10, 1945

Steamed from Puerto Princesa to Brunei Bay, Borneo. We rendezvoused with the Brunei assault force in Balabac Straits on June 8 and proceeded for the rest of the trip in company with the entire force.

June 10, 1945

At 0615 in the morning the ship went to general quarters in preparation for the assault phase of the strikes on Labuan Island, Muara Island and Polompong Point. Shortly after going to general quarters, a lone Japanese plane attacked the formation and dropped two bombs which dropped harmlessly into the water. At 0805 the assault ships commenced the bombardment of Labuan Island and shortly after 0900 the initial landings were effected. Our supporting force continued bombardment during this and ensuing days as needed.

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June 11 - 30, 1945

Serviced PT boats of Rons 13 and 16 operating from Brunei Bay. Experienced several air alerts in the early part of the month and on June 14, three enemy planes actually entered the area. In the meantime heavy fighting was taking place on Labuan Island between troops of the Australian Ninth Division and the Japanese.

July 1 - 10, 1945

Tended PT boats in Brunei Bay.

July 10, 1945

Shifted anchorage to Muara Island, Brunei Bay, the site of the new PT base.

July 11 - August 23, 1945

Anchored at Muara Island. Continued to tend PT boats of Rons 13 and 16. PT boats ceased offensive operations on August 15, 1945, when it was announced the Japanese had decided to accept the terms of the Potsdam Declaration.

August 24 - 26, 1945

Steamed to Zamboanga, Mindanao, to take on diesel fuel. On August 25 a Japanese horned type mine was sighted and sunk with gunfire.

August 27 - 29, 1945

Returned to Muara Island in Brunei Bay. On August 28 another horned type mine was sighted and exploded with four rounds of 40 millimeter fire.

August 30 - September 8, 1945

Anchored off Muara Island tending PT boats.

September 9 - 11, 1945

Proceeded to Victoria Harbor where 308 troops of the Australian Ninth Division were embarked on board along with 40 tons of stores. On September 10 got under way for Muara Tebas entrance to Kuching, Sarawak, Borneo. Upon arrival troops were embarked upon PT boats and other small craft in area.

September 12, 1945

Loaded 210 released prisoners of war aboard while our PTs continued to support the Kuching landing operation.

September 13 - 14, 1945

Steamed to Victoria Harbor, Brunei Bay, with released prisoners of war, discharging them upon arrival.

September 15, 1945

Proceeded to Muara Island for purpose of servicing PT base and boats there.

September 16, 1945

Anchored at Muara Island.

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September 17 - 19, 1945

Proceeded to Victoria where 353 Australian troops were loaded on board and then proceeded again to Kuching entrance, Sarawak, where the troops were disembarked and 201 former prisoners of war loaded aboard.

September 19 - 20, 1945

Steamed to Victoria Harbor where former prisoners of war were disembarked.

September 21, 1945

Moored in Victoria Harbor, Brunei Bay.

September 22 - 23, 1945

Loaded 203 Australian troops on board and again proceeded to the vicinity of Kuching, Sarawak, where the troops were disembarked and more prisoners of war loaded aboard.

September 23 - 34, 1945

Steamed to Victoria Harbor, discharged prisoners of war, and then proceeded to usual anchorage off Muara Island.

September 25 - 28, 1945

In Brunei Bay making preparations to go to Mindoro, Philippine Islands.