

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

CVE-106/
SERIAL:

U. S. S. BLOCK ISLAND (CVE-106)

Fleet Post Office
SAN FRANCISCO, CALIFORNIA.

W-A-R

D-I-A-R-Y

1 August thru 30 September
1945

148962

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CVE-106/ A12
SERIAL: 839

U. S. S. BLOCK ISLAND (CVE-106)
Fleet Post Office
San Francisco, California

W A R D I A R Y

(Time Zone minus 10)

1 August 1945

Moored to buoy No. 2 in Berth No. 702, Apra Harbor, Guam, M. I.

0711 - Shifted to Berth No. 705 and moored to buoy.

0945 - Officers and crew assembled on the flight deck. Captain Francis M. HUGHES, U.S.N., (58062) turned command of the U.S.S. BLOCK ISLAND over to Captain Wallace M. BEAKLEY, U.S.N. (58822).

1010 - Pursuant to BuPers dispatch of 28 June 1945, Captain Francis M. HUGHES, U.S.N., was detached and departed this vessel to report to Commander Fleet Air West Coast for duty involving flying as Chief of Staff and Aide and additional duty involving flying as Deputy Commander Fleet Air West Coast.

2 August - 11 August 1945

Moored as before in Apra Harbor, Guam, M. I.

12 August 1945

1319 - Pursuant to orders ComAirPacSubComFwd, underway proceeding to operational area off shore in company with U.S.S. OSMUS (DE-701) for training and to recover planes of Air Group which had been based ashore.

1410-1534 - Held anti-aircraft gunnery exercises.

1544 - Commenced recovery of aircraft.

1550 - F6F-5(N) crashed into barrier while landing as a result of a fracture of tail hook upon catching opening in flight deck drain before engaging arresting wire. Pilot uninjured.

1644 - Completed recovery of all aircraft. Returned to port mooring in Berth No. 705 at 1905.

13 August 1945

1615 - Underway from Apra Harbor pursuant to ComCarDiv TWENTY-SEVEN Op. Order 1-45, en route to Leyte, P.I. accompanied by the U.S.S. SANTEE (CVE-29)

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U.S.S. BLOCK ISLAND

WAR DIARY

(Time Zone - 10)

and the following escorts: U.S.S. T. J. GARY (DE-326), U.S.S. BRISTER (DE-327), U.S.S. FINCH (DE-328), U.S.S. KRETCHMER (DE-329) and the U.S.S. O'REILLY (DE-330); ComCarDiv TWENTY-SEVEN in U.S.S. BLOCK ISLAND (CVE-106), ComCortDiv FIFTY-SEVEN in U.S.S. GARY (DE-326).

	Latitude	Longitude
Positions: 2000	13° 36' N	143° 48' E

14 August 1945

Steaming en route Guam, M.I. to Leyte, P. I., in company with the U.S.S. SANTEE (CVE-29) and five DEs as escorts. Conducted routine anti-submarine patrol flight operations during the day.

	Latitude	Longitude
Positions: 0800	12° 57' N	140° 58' E
1200	12° 45' N	139° 58' E
2000	12° 50' N	138° 07' E

15 August 1945

Steaming en route Guam M. I., to Leyte, P. I., in company with U.S.S. SANTEE (CVE-29) and five DEs as escorts. Conducted routine flight operations and anti-aircraft gunnery exercises during the day.

1730 - By direction RAdm. KETCHAM, ComCarDiv TWENTY-SEVEN, in observance of Japan's surrender three volleys were fired on 40 mm battery, followed by a twenty-one gun salute on the five inch battery. Prayer was offered by the Chaplain, followed by one minute of silence by all hands. RAdm KETCHAM's announcement of the wars end was read to all hands by the Captain.

1830 - Retarded all clocks one hour to Time Zone minus 9.

	Latitude	Longitude
Positions: 0800	12° 13' N	135° 14' E
1200	11° 49' N	134° 07' E

16 August 1945

Steaming en route Guam, M.I. to Leyte, P.I., in company with U.S.S. SANTEE (CVE-29) and five DEs as escorts.

0632-0841 - Fueled U.S.S. KRETCHMER, U.S.S. O'REILLY and U.S.S. GARY alongside, delivering approximately 9,700 gallons diesel oil to each. At 0710 while fuel lines were being passed to the U.S.S. BRISTER she lost steering control and crashed against our side. She immediately cast off and stood clear, slight damage having been done.

U.S.S. BLOCK ISLAND

(Time Zone - 10)

WAR DIARY

0851 - Suspended fueling operations to launch aircraft for routine flights.

0717 - Resumed fueling operations to launch aircraft for routine flights.

0917 - Resumed fueling operations. Brought U.S.S. FINCH alongside and delivered 10,800 gallons of diesel oil.

1026 - Held collision quarters drill.

1245 - 1405 - Held anti-aircraft gunnery exercises.

1825 - While recovering aircraft 1 F4U-1D failed to catch arresting wire and crashed through the barrier. Plane overturned on F6F-5(N) forward of the barrier. Pilot uninjured; F4U-1D surveyed.

	Latitude	Longitude
Positions: 0800	11° 14' N	129° 29' E
1200	10° 55' N	128° 37' E
2000	10° 38' N	128° 11' E

17 August 1945

Steaming en route Guam, M.I., to Leyte, P.I., in company with U.S.S. SANTEE (CVE-29) and five DEs as escorts.

0750 - Entered channel to San Pedro Bay, Leyte Gulf, P. I.

1103 - Anchored in Berth No. 319, San Pedro Bay, Leyte Gulf, P.I.

18 August 1945 Thru 8 August 1945

Anchored in Berth No. 319, San Pedro Bay, Leyte Gulf, P. I.

On 22 August 1945 the first draft of personnel from this ship, comprised of 31 men, transferred to Tacloban for further transportation to the Continental United States for demobilization under the point system.

29 August 1945 thru 3 September 1945

Sortied with Task Group 77.1, consisting of the U.S.S. SANTEE (CVE-29) and CortDiv FIFTY-SEVEN, less the U.S.S. O'Reilly (DE-330) and the U.S.S. EDINER (DE-331), from Leyte, P.I., proceeding northward toward Nansei Shoto for proposed entry into East China Sea. With approach of a typhoon from the South, maneuvered 31 August to 3 September to the north and east to avoid the storm and support minesweeping Group (TG 71.2) while typhoon conditions prevailed.

	Latitude	Longitude
Positions: 0800	23° 27' N	130° 41' E
1200	22° 59' N	130° 42' E
2000	23° 06' N	129° 13' E

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U.S.S. BLOCK ISLAND

WAR DIARY

(Time Zone -9)

4 September 1945

Steaming from area about 200 miles southeast of Okinawa toward northern Formosa. At 1530, 4 September, one squad of Marines, under command of Col., A.D. COOLEY, USMC, ComMarCASD-1, was disembarked to go aboard the U.S.S. GARY (DE-326) for the night. At 1800 made first radar contact with Formosa bearing 291 degrees about 158 miles. Steamed northward approximately 50 miles offshore during the night.

	Latitude	Longitude
Positions: 0800	23° 28' N	126° 37' E
1200	23° 36' N	125° 32' E
2000	23° 38' N	123° 32' E

5 September 1945

Operated with Task Group 77.1 about 50 miles east of Pt. Bito Kaku.

0300 - DEs GARY (326) and KRETCHMER (329) were detached to proceed to Kiirum Harbor.

0615 - Launched 8 VF for reconnaissance over Kiirum Harbor, Matsuyama Airfield, and site of POW camps, and to provide show of force. One fighter section to make message drops in key points, with instructions from CTG to Japanese Commander for providing safe entry of the escorts into the harbor, and assuring safety of the prisoners of war. Also launched 4 VF for photographic mission over the objective.

0730 - Launched 2 VF(P) and 1 VT(P) for photographic mission over objective points.

0915 - Launched 2 VT for TASP and 4 VF for TCAP over escorts entering Kiirum Harbor. Launched on VT which landed at Matsuyama Airfield, near Taioku. Representative of CTG conferred with Japanese, visited POW camp No. 4, near the city, and by radio requested immediate delivery, by plane, medical and food supplies.

1215 - Launched 4 VF with food supplies stowed in droppable gas tanks to land on Matsuyama Airfield.

1350 - Launched 6 VT with food and medical supplies in bomb bay and radio compartment, to land at Matsuyama Airfield.

1530 - Launched 4 VT and 4 VF for supply run to Matsuyama with special emergency medical needs and rations. VF took off from Matsuyama immediately after delivery and provided TCAP for sortie of destroyer escorts from Kiirum Harbor.

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WAR DIARY

(Time Zone - 8)

2043 - Lying to, about 25 miles off northeast coast of Formosa, commenced taking aboard liberated POWs from U.S.S. GARY (DE-326), transfer being effected by motor whaleboat.

2335 - Completed taking aboard 157 United Nations liberated prisoners of war, being principally British survivors of the siege of Singapore, with some American Survivors of the battles of Bataan and Corregidor.

	Latitude	Longitude
Positions: 0800	24° 53' N	122° 31' E
1200	25° 00' N	122° 43' E
2000	25° 07' N	122° 11' E

6 September 1945

Remained off the northeast coast of Formosa during the night.

0550 - ComCortDiv FIFTY-SEVEN in charge of three escort vessels was detached from the formation to proceed in to Kiirun Harbor to effect evacuation of the remainder of the prisoners of war on the island

0700 - Launched 4 VF for supply flight and TCAP over escorts.

0935 - After recovery of TCAP by this ship, remaining escorts were detached to proceed to Kiirun.

1021 - Rendezvoused with British Force, TG 111.3, HMS ARGONAUT (CL 161), RAdm., SERVAIS, R.N., BERMUDA (CL 163) and QUIVERON (DD D20), which was en route to Kiirun Harbor to assist in evacuation of POWs. These vessels proceeded on to the harbor.

1740 - Lying to, brought GARY and KRETCHMER on port quarter for transfer of liberated POWs. Landing Party, with Col. COOLEY, USMC, returned aboard.

2345 - Completed transfer of personnel, having received aboard 326 liberated POWs for a total of 474.

	Latitude	Longitude
Positions: 0800	25° 12' N	122° 28' E
1200	25° 08' N	122° 05' E
2000	25° 04' N	122° 11' E

6 September 1945 to 9 September 1945

En route to Manila, P.I., in accordance with CinCPac directive, commenced cruising at night with running lights and truck lights showing, and under modified darken ship condition. Entered Manila Harbor and anchored in Berth No. 128 for discharge of passenger personnel at 0800, 9 September 1945.

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WAR DIARY

(Time Zone - 8)

10 September 1945 thru 15 September 1945

Anchored in Berth No. 128, Manila, Manila, P.I.

While anchored in Manila Bay this ship launched 2 F4Us and 1 F6F to be flown to Neilson Field, Manila, P.I., for training flights.

16 September 1945

Anchored in Berth No. 128, Manila Bay, Manila, P.I.

One F4U of the ship's complement, which was shore based while the ship was in port, made a forced landing in a rice field near Neilson Field, Manila, P.I., Plane was surveyed. Pilot uninjured.

17 September 1945

Anchored in Berth No. 128, Manila Bay, Manila, P. I.

Sent 1st. Lieutenant Harold P. HARMER (030628), USMC, to Samar Field, Leyte, P.I., via navy transport to fly back one replacement F4U. On his return from Samar to Sangley Point, Manila, P.I. HARMER was flying wing on a C-47 transport. When the planes arrived in vicinity of Sangley Point, Lieutenant HARMER broke away from the transport. The weather had closed in on this area but HARMER indicated that he saw a break in the overcast, left the C-47, and although thorough search was made by aircraft and surface vessels, has not been seen since. Plane was surveyed, pilot listed as missing.

0631 - Underway from Manila Bay, P.I., en route to Hagushi Anchorage, Okinawa Shima in accordance with ComCarDiv TWENTY-SEVEN Op Order 4/45 - 150132, in company with CortDiv FIFTY-SEVEN, consisting of four DEs, the U.S.S. GARY (DE-326), U.S.S. BRISTER (DE-327), U.S.S. FINCH (DE-328) and the U.S.S. KRETCHMER (DE-329). ComCarDiv TWENTY-SEVEN, RAdm. D. KETCHAM, in this vessel.

0830 - Held General Quarters Drill for the purpose of division officers assigning new stations vacated by discharged personnel.

1250 - Manned all flight quarters stations to land aircraft which had been shore based during our stay in port.

1439 - Recovered one F4U, one F6F, and one TBM.

	Latitude		Longitude	
Positions: 0800	15°	19' N	120°	36' E
1200	14°	34' N	120°	03' E
2000	16°	09' N	119°	36' E

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WAR DIARY

(Time Zone - 9)

18 September 1945

During the day launched Anti-Mine patrols. Results of the search were negative.

	Latitude	Longitude
Positions: 0800	18° 56' N	120° 20' E
1200	19° 37' N	120° 56' E
2000	20° 32' N	122° 37' E

19 September 1945

Steaming en route to Hagushi Anchorage, Okinawa Shima.

Launched anti-mine patrols during the day with negative results.

1900 - Retarted all clocks one hour to Time Zone minus 8.

	Latitude	Longitude
Positions: 0800	22° 09' N	124° 39' E
1200	22° 43' N	125° 24' E
2000	23° 56' N	127° 08' E

20 September 1945

0751 - Entered entrance to Hagushi Anchorage, Okinawa Shima.

0931 - Anchored in Berth No. 220, Hagushi Anchorage, Okinawa Shima.

21 September 1945 thru 27 September 1945

Anchored as before in Berth No. 220, Hagushi Anchorage, Okinawa Shima.

28 September 1945

0650 - Underway from Hagushi Anchorage in accordance with ComCarDiv TWENTY-SEVEN Op Order 5-45, in company with U.S.S. GILBERT ISLANDS (CVE-107), U.S.S. SALERNO BAY (CVE-110) and four DEs as escorts, the U.S.S. GARY (DE-326) U.S.S. BRISTER (DE-327), U.S.S. KRETCHMER (DE-329) and the U.S.S. FORMOE (DE-509). ComCarDiv TWENTY-SEVEN in the BLOCK ISLAND (CVE-106). Conducted routine flight operations during the day.

1005-1034 - Manned all General Quarters stations and conducted battle problems.

1702 - U.S.S. KULA GULF (CVE-108) and the U.S.S. FINCH (DE-328) joined the formation and took station.

U.S.S. BLOCK ISLAND

WAR

DIARY

(Time Zone - 9)

2210 - The U.S.S. Caney (AO-95) joined this Unit in column formation.

	Latitude		Longitude	
Positions: 0800	27°	36' N	127°	18' E
1200	27°	56' N	126°	43' E
2000	28°	36' N	125°	46' E

1800 - Lying to, off the north coast of Okinawa Shima, in the East China Sea, until dawn because of numerous mines encountered in these waters.

30 September 1945

0617 - Underway.

1310-1410 - Held tactical maneuvers with RAdm D. KETCHAM, USN, ComCarDiv TWENTY-SEVEN, in tactical command.

	Latitude		Longitude	
Positions: 0800	28°	42' N	125°	21' E
1200	29°	19' N	124°	58' E
2000	28°	37' N	125°	45' E