Advance Copy

CONFIDENTIAL

Serial 0130

U.S.S. TERROR (CM5)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

24 May 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : Commander in Chief, U.S. Fleet.

Via : (1) Commander Task Group 52.2.
(2) Commander Task Force 52.
(3) Commander Task Force 51.
(4) Commander FIFTH Fleet.
(5) Commander in Chief, U.S. Pacific Fleet.

Doc. No. 20924
R.S. No. 6 0379

Subject: Action Report.

Reference: (a) PacFlt. Conf. Ltr. 1CL-45.

Enclosure: (A) Copy of Battle Damage Report. -p. 11

1. In accordance with reference (a) action report of the U.S.S. TERROR from March 19, 1945 to May 8, 1945 is herewith submitted.

I-A This ship left Ulithi, the staging area for Okinawa Gunto on March 19th in company with various minecraft and arrived at the objective on March 24th. From March 24th to March 29th this vessel operated in the area to the south and west of Kerama Retto and anchored in Kerama Retto on March 29. From then until May 1st we remained at anchor performing various logistic services for minecraft. A number of times during this period we fired on enemy aircraft attacking the area. On the morning of May the first we were struck by an enemy suicide plane. The same afternoon we went alongside the U.S.S. NATRONA in Kerama Retto and remained there making emergency repairs until May 8th when we departed for Saipan and the rear area.

NOTE As this ship was at anchor in Kerama Retto for about 6 weeks engaged principally in servicing minecraft, this report is necessarily rather brief.

II-A This ship was operating as flagship of Rear Admiral Alexander Sharp, USN, C.T.G. 52.2. Task Group 52.2 was composed of the mine flotilla, which was operating under C.T.F. 52.

B Steamed in company with Mine Group ONE from Ulithi to objective as flagship of O.T.C. No training was conducted.

C Our mission was to act as flagship of C.T.G. 52.2 who was in charge of all minesweeping, mine destruction and net laying activities. We also carried various minesweeping, radio, radar, sonar and diesel spares as well as fresh and dry provisions for issue to ships of the T.G. When Kerama Retto was secured we further acted as a tender for minecraft.

CONFIDENTIAL

MARCH

19. 1459 Underway as flagship of C.T.G. 52.2 in company with sweep units # 2, 3, 4, 5, 6, 7 and 8 and Mine Investigation and Disposal Unit, plus U.S.S. ATASCOSA, COWANESQUE, WEAVER and LAMONS enroute to Okinawa Gunto in accordance with Commander Minecraft U.S. Pacific Fleet top secret movement order 3-45.
Position:
2000 10 - 24.0 N. 139 - 54.0 E.

20. Positions:
0800 12 - 18.0 N. 138 - 22.0 E.
1200 13 - 06.0 N. 137 - 43.0 E.
2000 14 - 21.5 N. 136 - 47.0 E.

21. Positions:
0800 16 - 21.0 N. 135 - 14.0 E.
1200 17 - 06.0 N. 134 - 45.5 E.
2000 18 - 27.5 N. 133 - 46.0 E.

22. Positions:
0800 20 - 18.0 N. 132 - 38.5 E.
1200 20 - 35.0 N. 133 - 08.0 E.
2000 21 - 40.0 N. 131 - 57.5 E.
During the morning we formed special cruising disposition # 14 and conducted refueling operations until noon when special cruising disposition # 11 was formed and course for Okinawa Gunto resumed. The U.S.S. ATASCOSA, COWANESQUE, WEAVER and LAMONS were detached from the task group.

23. During the afternoon the U.S.S. SHEA and GHERARDI sighted and sank two floating mines. At 1533 we formed special cruising disposition # 13 to approach scene of operation.
Positions:
0800 23 - 34.0 N. 130 - 04.5 E.
1200 24 - 15.0 N. 129 - 32.5 E.
2000 25 - 25.0 N. 128 - 39.5 E.

24. 0645 Steaming on various courses and speeds in area to the southwest of Kerama Retto screened by U.S.S. TOLMAN, AARON WARD, P.C. 1128, 1170 and Mine Investigation and Disposal Unit. Sweep Units # 5, 6, 7 and 8 detached and proceeding with their assigned sweeping. 1855 Sweep Units # 5, 6 and 7 rejoined the formation and the group commenced night retirement.
Positions:
0800 25 - 45 N. 126 - 53.5 E.
1200 25 - 40 N. 126 - 49.5 E.
2000 25 - 24.5 N. 127 - 06 E.

CONFIDENTIAL

25. 0632 Sweep Units # 5, 6 and 7 detached proceeding to assigned areas. 0705 Fell in astern of U.S.S. BIRMINGHAM and BILOXI steaming on various courses and speeds south of Kerama Retto screened by Mine Investigation and Disposal Unit. 0921 Fell in astern of U.S.S. ESTES steaming on various courses and speeds in same area. 1900 Sweep Units # 5, 6 and 7 commenced forming on this ship for night retirement. 1935 Commenced night retirement.
Positions:

0800	26 - 08 N.	126 - 57.5 E.
1200	25 - 55 N.	127 - 04.5 E.
2000	26 - 08.5 N.	127 - 06 E.

26. 0218 Torpedo reported dropped by plane on starboard side. 0219 Came hard right and went to general quarters. 0221 resumed course torpedo not having been sighted. 0311 Secured from general quarters. 0500 Steaming on various courses and speeds screened by Mine Investigation and Disposal Unit in area south of Kerama Retto, Sweep Units # 5, 6 and 7 having been detached. 1800 Sweep Units # 6, 7 and 8 commenced forming screen on this ship. 1930 Commenced night retirement.
Positions:

0800	26 - 01 N.	127 - 04.5 E.
1200	26 - 06 N.	127 - 03 E.
2000	25 - 53.5 N.	127 - 24 E.

27. 0430 Steaming on various courses and speeds in area south of Kerama Retto screened by Mine Investigation and Disposal Unit, Sweep Units # 6, 7 and 8 having been detached. 0825 Steaming independently on various courses and speeds in transport area west of Kerama Retto, Mine Investigation and Disposal Unit having been detached. 1720 U.S.S. DORSEY, DESIGN and HAZARD formed screen on this ship and we commenced night retirement.
Positions:

0800	26 - 05.5 N.	127 - 07 E.
1200	26 - 15 N.	127 - 14 E.
2000	25 - 58 N.	127 - 31 E.

28. 0615 Expended 4 rounds of 5"/38 cal. A.A. Common, test firing guns # 3 and # 4, 0041 Steaming on various courses and speeds in area south of Kerama Retto. 1407 Anchored in Western Anchorage, Kerama Retto screen having been detached. 1642 Issued sweep gear to U.S.S. BUTLER. 1657 Issued fresh water to L.C.I. 804. 1717 Underway to join transports for night retirement. 1822 Took station as # 5 ship in port column. Retirement group is composed of U.S.S. HENRICO, NATRONA, PIXIE, TATE, GOODHUE, EASTLAND, TELFAIR, MOUNTRAIL, WYANDOT, La GRANGE, DREW, MONTROSE, SUFFOLK, ATASCOSA, CHILTON, St. MARYS, TAZEWELL, OBERON, TORRANCE. Screened by U.S.S. HARRADEN, SUESENS, ABERCROMBIE, OBERRENDER, KIMBERLY, PORTER, REEVES, BADGER and GRIFFEN. O.T.C. is Comtransron # 17 in U.S.S. CHILTON.
Positions:

0800	26 - 04 N.	127 - 18.5 E.
1200	26 - 11 N.	127 - 11.6 E.
2000	25 - 50 N.	127 - 11.5 E.

6 0379

CONFIDENTIAL

29. 0612 Proceeding independently. 0715 Anchored in Western Anchorage of Kerama Retto. 0915 Commenced issuing fresh water, diesel oil, sweep gear and ammunition to various minecraft. 1656 Underway shifting anchorages. 1800 Anchored in berth K-88 Kerama Kaikyo, Kerama Retto.

30-31 Issued sweep gear, fresh water and ammunition to various minecraft.

APRIL

1. Anchored in Kerama Kaikyo, Kerama Retto, performing various services for minecraft.

2. 0621 Fired 2 rounds 5"/38 cal. A.A.C., 28 rounds 40MM HET and 224 rounds 20MM HET and HEI at Japanese plane. 0855 Commenced firing at Japanese plane which dived in water about 600 yards away. Expended 16 rounds 40MM HET.

3. 0116 Fired at enemy plane, ammunition expended 489 rounds 40MM HET and 631 rounds 20MM HET and HEI. We stayed in Condition 1 "EASY" throughout the night. Have been warned to be prepared for enemy air attacks in force at any time also repeated warnings of Japanese swimmers, suicide boats and "buzz bombs". At night we have special deck sentries armed to repel boarding and maintain a picket boat cruising about the ship with armed sentries.

4. During the afternoon the swivel on the starboard anchor chain uncoupled and we lost the starboard anchor and it was necessary to get underway to resume our proper berth.

5. Remained at anchor performing various logistic services for minecraft.

6. For four hours in late afternoon we had numerous attacks by Japanese planes from all bearings, we also received aboard survivors from L.S.T. 447 and SS LOGAN VICTORY. Both ships were hit by suicide planes in our vicinity. We clothed and treated for immersion all of these people in addition to firing at planes and furnishing rescue boats. Ammunition expended 87 rounds 5"/38 cal. A.A.C., 346 rounds 40MM HET and 89 rounds 20MM HEI and HET. Our gun fire definitely hit two of the attacking planes but in view of the large number of ships firing at these planes it is not possible to claim credit for their destruction.

7-19. Anchored in Kerama Retto performing logistic services for minecraft, having numerous raids by enemy aircraft, however the C.A.P. has kept the enemy outside of effective range of our guns, we are laying smoke screens several times each night and going to general quarters shenever enemy aircraft are in the vicinity. We are also assisting by receiving casualties from ships hit by suicide planes.

6 0379

CONFIDENTIAL

20. Rear Admiral Alexander Sharp, Commander Minecraft, U.S. Pacific Fleet, hoisted his flag in USCGC BIBB, but staff remained aboard this vessel.

21-27. Anchored in Kerama Retto performing logistic services for minecraft.

28. At 1929 the U.S.S. PINKNEY anchored nearby was hit by an enemy suicide plane. At 1944 we fired 30 rounds of 40MM HET and HEI and 172 rounds of 20MM HEI and HET ammunition at an enemy plane. At 2026 we fired 35 rounds of 5"/38 cal. ammunition at another enemy plane. Both of these were attempting suicide attacks. Due to the number of ships in the anchorage which fire at enemy planes it is not possible to evaluate our fire even though a number of planes are brought down. We received aboard a number of casualties from the U.S.S. PINKNEY, treated them and transferred them to the U.S.S. HOPE. Our power boats and medical officers were all sent to the PINKNEY's aid.

29. At 0114 we fired 42 rounds of 40MM HET ammunition at a Japanese plane.

30. During this month we have gone to general quarters 93 times. The shortest period was seven minutes and the longest, six and one half hours. The enemy is making full use of high speed, weak IFF and running lights in their air attacks. The use of our air search radar for close in detection and ranging has been seriously handicapped by the fact that we are almost totally surrounded at close range by land.

MAY

1. At 0356 We were hit midships of the superstructure by a Japanese suicide plane. The plane came in on the port beam passes astern of the ship, reversed course and came in from the starboard quarter. From an estimate of the damage it is believed that the plane carried two 500 lb. H.E. bombs which were detonated at the time of impact as well as at least three thermite bombs only one of which ignited burning in the wardroom and adding greatly to the difficulty of fighting fire and rescuing casualties. The damage to the ship is covered in the report of battle damage which is appended as enclosure (A). All departments of the ship did a very excellent job of rescue work, fighting fire and maintaining battle readiness. A preliminary check shows about 35 killed and 60 wounded. We were assisted by U.S.S.'s A.T.R. 106, LSM 90 and P.C.E.H. 586 as well as medical personnel from ships in the vicinity. The L.S.M. and P.C.E.H. removed casualties and in the afternoon we got underway and shifted to alongside U.S.S. NATRONA for messing facilities for the officers and crew until such time as temporary repairs could be made by a Ship Repair Unit from the U.S.S. ZANIAH to our galley.

6 0379

CONFIDENTIAL

2-5. Moored to U.S.S. NATRONA undergoing temporary repairs.

6. Moored as before. A complete check shows 41 dead, 7 missing and 123 wounded.

7. Moored as before.

8. Underway at 0808 for Saipan to have battle damage assessed and decision made as to where repairs will be effected. We joined T.U. 51.29.4 in accordance with C.T.F. 51 secret despatch 061255. We joined convoy east of Kerama Retto and are enroute to Saipan.
Positions:

1200	26 - 01.0 N.	127 - 27.5 E.
2000	25 - 11.0 N.	128 - 49.5 E.

IV-A All ordnance material performed satisfactorily. A total of 123 rounds 5"/38 AAC, 523 rounds 40MM and 389 rounds of 20MM were fired at enemy planes during the period of this report.

V-A A copy of the battle damage report is appended as enclosure (A). Photographs will be forwarded as soon as printed.

B On the following dates we fired at enemy planes as follows:

2 April 0855 Enemy plane bearing 170° T taken under fire by various ships including this vessel. Plane attempted unsuccessfulsuicide attack on L.S.T. 735. Results of our firing unobserved due to the large number of ships firing.

6 April 1640 Fired on enemy plane bearing 310° T, taken under fire by many ships including this vessel.

1840 Enemy plane bearing 155° T, taken under fire by many ships including this vessel. It is believed that our fire hit both of these planes.

28 April 1944 Fired at enemy plane bearing 050° T. Unobserved results.

2026 Fired at enemy plane with unobserved results.

29 April 0114 Fired at enemy plane with unobserved results.

30 April 0310 Fired at enemy plane with unobserved results.

1 May 0357 Fired at enemy plane approaching our port quarter. Plane passed astern, reversed course and made successful suicide attack. The results of our firing are unknown.

6 May Fired on enemy plane approaching on starboard

CONFIDENTIAL

bow. No hits observed. Plane made a successful suicide attack on the U.S.S. St. GEORGE.

VII The following casualties occurred when this ship was struck by an enemy suicide plane on May 1st.

(a) Killed in action.

Captain Robley W. Clark, 58821, USN; Lt. Comdr., Roger L. Alaux, 77430, USNR; Lt. Robert W. Seeger, (DC), 196077, USNR; Lt. George S. Owens, 261062, USNR; Lt. Edward J. Taylor, 223567, USNR; Lt.(jg) Robert G. Rickert, (MC), 405142, USNR; Batory, Martin (n), SC2c, 611 87 55, V6, USNR; Belloli, Mario A., SC1c, 669 14 55, V6, USNR; Boozer, Edward L., Ck2c, 552 04 57, V6, USNR; Coradetti, Joseph L., S1c, 821 03 57, V6,SV, USNR; Duguay, William P., M3c, 807 56 78, V6,SV, USNR; Eppig, John A., Jr., WT3c, 810 87 04, V6, USNR; Feeney, John P., RT3c, 853 57 63, V6,SV, USNR; Gadzaliszyn, Edward D., S1c, 810 85 27, V6, USNR; Holbrook, Hugh W., S2c, 273 38 20, V6, USNR; Lessard, Paul O., Cox, 606 29 32, V6, USNR; Norman, Clyde W., Bkr1c, 656 10 06, V6, USNR; Quinlan, James F., S1c, 579 17 51, V6, USNR; Ranft, Virgil R., SC1c, 669 76 56, V6, USNR; Rodenburg, Henry H., RdM3c, 706 62 57, V6, USNR; Schultz, Lester H., BM2c, 305 59 42, V6, USNR; Shivers, Robert W., Cox, 604 48 29, V6, USNR; Snowberry, Leonard J., MM2c, 627 19 44, V6, USNR; Staten, Harry L., S2c, 722 40 09, V6, USNR; Stephens, Argus (n), S2c, 635 37 28, V6, USNR; Urbaniak, Frank L., S1c, 245 70 30, V6, USNR; Wagoner, Harry C., MM1c, 263 51 78, USN; Weik, Russell E., CM2c, 651 70 61, V6, USNR; Weller, Walter G., S1c, 890 76 11, V6, USNR; Wilson, Wilfred E., St3c, 811 92 57, V6, SV, USNR; Winkler, Richard H., Y3c, 851 82 13, V6, USNR; Baldrick, Robert E., Y1c, 708 11 13, V6, USNR; Buehner, Robert K., RM2c, 639 68 31, V6, USNR; Cohen, William H., S2c, 269 27 34, V6, USNR; Cotten, Claude E., SK2c, 839 83 09, V6, USNR; Jackson, Ralph (n), StM1c, 815 97 20, V6, USNR; Bowls, Ralph E., EM2c, 295 70 25, USN; Hoover, John J., S1c(GM), 921 02 52, V6, USNR; Allison, Harold H., S1c, 927 62 71, SV,V6, USNR; Morrison, David E., F1c, 956 45 89, V6, USNR and Neer, Francis J., S2c, 314 13 21, V6, USNR.

(b) Missing in action.

Lt.Comdr., Ronald C. Biles, 73880, USNR; Dibbrell, Elbert (n), Ck2c, 295 44 48, USN; Englander, Jacob L., L., SC3c, 812 29 71, SV,V6, USNR; Hanley, John M., PhM3c, 807 56 72, V6, USNR; Harmon, Willis E., S1c, 287 65 06, USN; McMahon, John C., S2c, 817 66 30, V6, USNR and York, James E., StM1c, 854 73 39, V6, USNR.

(c) Wounded in action and transferred to other ships.

Lt.Comdr, Horace D. Warden, (MC), 83491, USN; Ashlock, Aden O., S1c, 629 35 54, V6, USNR; Bacon, Irving F., SF2c, 602 43 66 V6, USNR; Barnett, Frank O., Jr., S1c, 250 76 12, USN; Barr, John A., MN3c, 822 05 03, V6,SV, USNR; Bertone, Bernard (n), Bkr2c, 822 04 55, V6,SV, USNR; Boese, George A., CM3c, 329 07 04, USN; Borgh, Robert V., S2c, 753 22 34, V6, USNR; Donadeo, Angelo J., S1c, 822 04 87, V6,SV, USNR;

6 0379

CONFIDENTIAL

Duggan, Daniel F., SC3c, 615 82 63, V6, USNR; Faucher, John P., S1c, 800 53 94, V6, USNR; Fehrle, Carl A., S1c, 817 93 22, V6,SV, USNR; Ferguson, Saul V., StM1c, 633 17 74, V6, USNR; Glazier, Linus P., Jr., PhM3c, 268 69 85, USN; Henley, Milton E., S2c, 256 81 95, V6, USNR; Hennessey, Roy A., CGM(T), 204 42 88, USN; Hergenroeder, George W., Cox, 653 62 19, V6, USNR; Hicks, Donald G., RT1c, 400 42 16, V3, USNR; Horwath, Frank J., F1c, (EM)(MS), 813 80 37, SV6, USNR; Howe, Joseph C., S2c, 264 30 67, V6, USNR; Jenkins, Albert W., S2c, 782 76 51, V6, USNR; Johnson, Gustaf A., MM3c, 821 07 20, V6, USNR; Johnson, William C., S2c, 934 59 69, SV6, USNR; Kastner, James F., MoMM2c, 618 43 84, V6, USNR; Knights, Calvin C., WT2c, 311 99 58, USN; Kurowski, Irwin R., B2c, 725 49 56, V6, USNR; Larsen, Elmer L., M2c, 655 10 57, V6, USNR; Lavrinc, John E., MM1c, 652 75 30, V6, USNR; Lyphardt, Arthur V., GM3c, 664 41 42, V6, USNR; Martinez, Anival (n), S1c, 810 03 47, V6,SV, USNR; Mashia, Hugh E., Cox, 807 25 51, USN-I; Maziarz, Stanley J., Cox, 821 28 86, V6, SV, USNR; Mazurek, John H., F1c, 952 95 18, SV6, USNR; McClellan, Noah (n), Jr., S1c(LC), 357 60 36, V6, USNR; Newcomb, Richard F., S1c, 906 25 90, SV6, USNR; O'Brien, Arthur A., S2c, 579 27 08, V6, USNR; O'Leary, James M., S1c, 205 72 25, V6, USNR; Pye, Raymond (n), StM1c, 948 61 24, V6, SV, USNR; Ridley, Nelson (n), Jr., St1c, 295 43 71, USN; Ringleib, William J., EM2c, 707 37 77, V6, USNR; Rosario, John D., St2c, 611 44 51, V6, USNR; Rowe, Benjamin J., S1c, 819 19 82, V6, USNR; Rutland, Ermine (n), Sr., StM1c, 838 51 94, V6, USNR: Sabala, John J., S1c, 851 70 22, V6,SV, USNR; Sanders Fletcher B., Sr., StM1c, 838 51 25, V6, USNR; Singleton, Joseph R., S2c, 932 84 64, SV6, USNR; Skinner, Buford J., MM2c, 640 39 21, V6, USNR; Smith, Stanley W., F1c, 382 75 84, USN; Stakich, Mike J., CWT(PA), 282 93 75, USN; Steele, Oliver F., S2c, 810 85 96, V6, USNR; Stetka, Delmar G., S2c, 285 71 65, V6, USNR; Stewart, Edward H., SF1c, 646 26 20, V6, USNR; Stillpass, Roger E., S1c, 293 50 34, V6, USNR; Stretton, Thomas W., S2c, 209 00 03, V6, USNR; Vallieres, Armand J., EM2c, 666 66 24, V6, USNR; Viohl, William C., S2c, 225 60 44, USN; Weaver, Earl (n), Jr., F1c, 313 78 85, V6, USNR; Webster, Jones P., S2c, 264 03 73, V6, USNR; Wilkerson, George A., S1c, 576 70 89, V6, USNR; Williams, Casle J., CMM(AA)(T), 669 76 28, V6, USNR; Wing, Carroll B., S2c, 209 98 79, V6, USNR; Wolf, Robert C., CQM(PA), 402 50 58, USN; Wood, Edward O., S1c, 964 51 34, SV6, USNR; Bowden, Billy M., Y1c, 616 07 27, V6, USNR; Chaney, Harold C., S1c, 727 25 29, V6, USNR; Colello, Joseph S.C., S1c, (RM), 601 83 29, V6, USNR; Coyan, George (n), S1c(RM), 554 86 71, V6, USNR; Creighton, Thomas J., RM3c, 942 34 82, USNR; Duguid, William A., S2c, 888 43 05, USNR; Duncan, Arvest M., Jr., SM1c, 287 62 53, USN; Gallien, Clarence E., CRT(AA) 607 54 22, USNR; Garland, Harry T., StM1c, 817 76 71, V6, USNR; Hynes, John R., S1c(SM), 667 47 02, V6, USNR; Ingram, Weston L., CY(PA), 414 62 81, USN; Johnson, George W., StM1c, 813 99 49, V6, USNR; LeBlanc, Joseph L., CRM(AA), 400 50 63, USNR; McCarthy, William M., S1c(SM), 825 60 79, SV,V6, USNR; Noyes, Earl W., SM2c, 204 85 67, V6, USNR; Pauli, Alvin F., RM2c, 658 38 94, USNR; Wagner, Daniel W., Jr., Y1c, 603 90 99, V6, USNR; Warren, Lucius S., Jr., Y1c, 550 53 56, V6, USNR; Wiley, Russell R., S2c(RM), 922 45 37, SV,V6, USNR;

CONFIDENTIAL

Boone, Verdon P., GM3c, 895 32 95, SV,V6, USNR; Moore, Jack V., S2c, 623 55 05, V6, USNR; Petty, John M., MoMM3c, 896 50 75, USN-I; Phinney, Edwin M., EM3c, 823 02 88, USNR; Rutland, Rayma B., Cox, 838 77 73, V6, USNR; Blume, Victor E., Slc, 973 10 26, V6, USNR and Ward, John T., Jr., Cox, 886 12 65, V6, USNR.

(d) Wounded in action, remaining aboard.

Lieut. Thomas H. Bartindale, (D)L, 140928, USNR; Lieut. Henry P. Jewett, (C), 178943, USNR; Lt.(jg) Semon L. Teague, (EM), 163959, USNR; Lt.(jg) Marshall H. Hall, Jr., (SC), 183717, USNR; Ensign Ulys S. Allen, 415892, USN; Ensign Robert J. Crumpler, 384160, USNR; Elect. Fred L. Ditzel, (E), 365278, USNR; Bos'n. Joseph A. Vivirito, (D), 389137, USNR; Bos'n. Charles A. McMahon, 342273, USN; Berquist, Charles A., CMM(AA), 652 03 04, V6, USNR; Bradbury, Francis J., MM2c, 810 85 05, V6,SV, USNR; Cepaitis, Edward A., Slc, 923 76 29, SV6, USNR; Conner, Thomas W.W., Y3c, 906 63 51, SV,V6, USNR; Freeman, Wilfred J., SM1c, 411 11 67, V3, USNR; Fryman, Kenneth J., SM3c, 330 17 00, USN; Johnson, Linwood L., Slc, 834 85 55, V6,SV, USNR; Johnson, Rollie C., S2c, 575 61 91, V6, USNR; Krause, George W., GM2c, 611 31 27, V6, USNR; McCarthy, George F., SK2c, 807 56 85, V6, USNR; McMahon, Jack C., PhM2c, 576 30 51, V6, USNR; Monkiewicz, Michael W., SSML1c, 212 46 54, V6, USNR; Morter, Myron D., S2c, 328 83 95, USN; Nelson, Robert C., PhM1c, 610 67 23, V6, USNR; Reid, Frederick E., S2c, 579 32 19, V6, USNR; Sherwood, George G., S2c, 573 37 03, USN; Sponick, Lester E., MN3c, 623 57 39, V6, USNR; Teague, John C., S2c, 264 03 89, V6, USNR; Weis, Francis L., SK1c, 640 19 08, V6, USNR; Langlois, Albert E., Ptr2c, 205 22 06, USNR; Depot, Edward J., Slc, 205 72 15, USNR; Thibault, Warren A., S2c, 203 14 59, USNR; Jamrok, Adolph J., GM2c, 851 22 82, USNR; McGrale, Edwin J., Sgt., (344), 378761, USMC, and Fesmire, Robert O., GM2c, 626 67 56, V6, USNR.

VIII 1. Although this ship was designed as a flagship and was recently rearranged to serve as flagship of Commander Minecraft U.S. Pacific Fleet, great difficulty was encountered in carrying out the duties required of a flagship. Even while at anchor for six weeks in Kerama Retto, I believe the crew worked harder than they would have on many ships engaged in more active operations. At times the staff had 40 officers and 120 men on board. This required the detail of extra cooks, mess cooks, laundrymen and boat crews, but the ship's complement was not increased accordingly

2. It was found to be impossible to carry out efficeintly the following duties which we were called upon to do simultaneously:

(1) Man all the guns for frequent general quarters and those required by Condition II on a 24 hour basis.
(2) Man six boats with full crews.
(3) Serve as tender, repair ship and supply ship for minecraft including:

(a) Engineering and hull repairs.
(b) Issue of water, diesel oil, fog oil and smoke pots.

CONFIDENTIAL

(c) Stowage and issue of large quantities of fresh, frozen and dry provisions. Also clothing, small stores and ship store stores in large quantities.
(d) Stowage, accounting for and issue of minesweep spares, diesel spares, radio, radar and sonar spares and ordnance spares.
(e) Serve as disbursing ship for part of the small craft.

3. Although every available space was stowed to capacity with the items we were issuing, we were continually being called on to stow more items - of all the types mentioned. The ship could spare no men for the accounting of these items nor did we have any men (except 1 SealcSK) trained in spare part work - diesel and radio spares being the hardest. Neither was any arrangement made for stowage of small parts so they would be accessible. Clothing and provisions are mostly stowed on the 2nd platform and are very inconvenient to get at for freqeunt loading and unloading.

4. It is urgently requested that the Navy Yard where the battle damage is to be repaired be instructed to install, on a permanent basis, the necessary equipment so this ship can act efficiently either as a flagship or as a tender. The large amount of mine track space would serve admirably for the installation of machine shop equipment, offices, bunkrooms or storerooms. This space should be utilized on a permanent basis and not by building temporary platforms over the mine tracks, as the space under the tracks cannot then be cleaned and the overhead is badly clogged by the trolley tracks for the bogey cars. The installation of temporary bulkheads on the mine deck would be complicated and unsatisfactory.

5. The Commanding Officer has gone to such length in this paragraph entitled "lessons learned, conclusions and recommendations" because he believes that after two operations it has been learned that a ship built for a specialized purpose as this one is, cannot be suddenly called on to perform efficiently several other types of operations without a major change in the ship's arrangement equipment and personnel.

H.W. BLAKESLEE.

cc: (5) Advanced to CINCPAC
(1) " " COMINCH

ENCLOSURE (A)

CONFIDENTIAL

BATTLE DAMAGE REPORT

1. At 0358 (I), while at anchor at Kerama Retto, in 22 fathoms of water this ship was struck by a Japanese suicide plane on the communication platform outboard at frame 59. The plane apparently carried two bombs estimated to be five hundred pounds each. One exploded on impact with the deck at the incinerator door. The other penetrated to the main deck eighteen feet inboard and exploded at the door between the galley and forward messing compartment. The plane's engine tore its way through all bulkheads and landed intact in the port forward corner of the wardroom. Near the engine was the pilot's body, not badly mangled and two incendiaries. One of these burned for nearly an hour without penetrating the deck, due to skillfull use of water. The other failed to explode and was salvaged and carried away for investigation by a fire expert from the MALOLO. It is believed that any gas the plane carried went up in the original crash.

2. Fire immediately broke out principally on the superstructure deck from the wardroom messroom to the sick bay inclusive. It was immediately and effectively attacked by a number of hoses and was practically extinguished by about 0630. 40MM magazines C-0102-M and C-0103-M were promptly flooded and sustained no damage from the hot bulkhead. 20MM stowage B-0207-M might have exploded except that a fragment pierced the sprinkling pipe at just the right place to start an effective sprinkle immediately. The large amount of chemicals and dressings in sick bay caused a fire which was persistent and hard to extinguish. It never got out of hand, but smouldered for most of the day.

3. The large amount of water used caused a list of about 6°. This was easily countered by the engineers but as it was all free surface it immediately made a list of 5° to the opposite side. After day light small holes were burned in the bulkheads of the superstructure deck which easily freed that deck of water.

4. The impact of the bomb on the main deck cut a neat hole about 10" X 12" in the plating and the explosion, made several more small rugged holes. The deck held firm but deck and beams under the galley were dished in 12" - 18". These small holes allowed considerable water to run down on the mine deck and enough concussion escaped down there to ruin several bulkheads in the vicinity of the log room. The water on the mine deck was gotten rid of through the drains and by use of handy billies and siphons out the after mine doors.

5. There was no engineering damage. Water ran down the after stack casing and extinguished the fires in # 3 boiler but the forward engine room lighted off immediately and no power was lost. Later inspection of # 3 boiler shows no damage. The hull is perfectly seaworthy and can sustain a speed of 17 knots using both engines and the forward boilers.

11

CONFIDENTIAL

6. There was no damage to the 5" battery or the forward 40MM quads. The after 40MMs and some of the amidship's 20MMs can be used after some work by ship's force. Both SC and SG radars were put back in commission in a short time. Enough radio receivers and a transmitter are usable to stand a regular watch.

7. At the time of the hit the wind was about 18 knots from SE sky cloudy but clear and unfortunately the ship was in a large reft in the smoke being made by all ships. Draft readings were not taken but no change is believed to have occurred.

8. The following structure of the ship was destroyed or damaged beyond repair:

NAVIGATING BRIDGE

36" Search Light Platform.
Deck Plating from about frame 48 to 51.

COMMUNICATION PLATFORM

B-0203-E.
20MM Ready Service Room.
B-0205.
B-0204-A.
20MM Machine Gun Starboard side.
Number 2 Stack.
All deck plating from about frame 50 to 68.

SUPERSTRUCTURE DECK

All bulkheads and equipment from frame 41 to 62 except uptake B1-1.

MAIN DECK

All Inner bulkheads CPO Mess Room.
Build in lockers opening on passage A-106-L between frames 41 and 43.
Provision Issuing Room.
Vegetable Preparation Room.
Butcher Shop.
Bakery.
Galley.
Uptake B3-1.
Post Office.
Ship's Store.
Forward Bulkhead of Scullery.
Deck and supports buckled between frames 48 and 61.
Outboard bulkheads both sides between frame 38 and 74.
Holes of various sizes in deck between frames 54 and 59.

CONFIDENTIAL

SECOND DECK

After and Inboard bulkheads of Printing Office.
Bogey Car Trolley lines between frames 51 and 64.
Outboard bulkhead of lumber stowage.
After bulkhead and both outboard bulkheads of Mine Workshop.
All bulkheads of Engineer's Office.
Ladder starboard side frame 56.
Uptake B3-1
Bulkheads of Master at Arms Office.
Inboard and after bulkhead of water test laboratory.

9. The following structure of the ship was damaged but can be repaired.

NAVIGATING BRIDGE

Forward smoke stack and uptake from superstructure deck to top.
Port outboard bulkheads from frame 40 aft.
After bulkhead complete, starboard outboard bulkhead from frame 42 aft.
Forward and inboard bulkhead of sea cabin.
Inboard bulkhead of Flag Plot.

COMMUNICATION PLATFORM

Radio Central B-0202-C Complete.
Forward and aft bulkheads of Communication Station.
After bulkhead Coding Room.
Port 20MM Machine Guns are operating but foundations are weakened and deck in vicinity.
Boat Crane.
5"/38 Loading Machine.
After 40MM Quads.

SUPERSTRUCTURE DECK

Forward and after bulkheads of Staterooms 0104 and 0105.
All inner bulkheads of Executive Officer's and Chief of Staff's Staterooms and Bathrooms.
Wardrobes in Executive Officer's and Chief of Staff's Staterooms.
All bulkheads of passage C-0101-LE.
After bulkhead of battery repair shop.

MAIN DECK

Forward and after bulkhead of Executive Officer's Office.
After bulkhead of CPO Washroom (B-102-L).
After bulkhead of decontamination space.

CONFIDENTIAL

10. The following equipment was destroyed or damaged beyond repair:

36" Searchlights and platform.

COMMUNICATION PLATFORM

Electric Boat Winch.
Number 2 Stack.
Number 1 Motor Launch.
All equipment on superstructure deck from frame 41 to 67.

MAIN DECK

All equipment in Provisions Issuing Room.
All equipment in Vegetable Preparation Room.
All equipment in Butcher Shop.
All equipment in Bread Room.
All equipment in Bakery.
Electric Oven, approximately 1/2 of Electric Range, 1/2 Griddles, 2 Dressers, Steam Tables, and Kettles in Galley.
All transmitters and generators in radio transmitter room.
All equipment in Post Office.

COMMUNICATION PLATFORM

All equipment in Radio Central (B-0202-C).

MAIN DECK

Mess Counters in Crew's Messing Compartments.
Desks in Radio Transmitter Room.
Soda Fountain and Carbonator.

SECOND DECK

Office equipment in Engineer's Office.
Ladder, Starboard Side, Frame 50.

COMMANDER MINECRAFT
UNITED STATES PACIFIC FLEET

A16-3
Serial: 02018

00/wsg

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

23 JUN 1945

FIRST ENDORSEMENT to
CO USS TERROR (CM5) conf.
Action Report serial 0130
of 24 May 1945.

From: Commander Minecraft, U. S. Pacific Fleet, (CTG 52.2).
To : Commander in Chief, U. S. Fleet.
Via : (1) Commander Amphibious Group ONE (CTF 52).
(2) Commander Amphibious Forces, U. S. Pacific Fleet (CTF 51).
(3) Commander FIFTH Fleet.
(4) Commander in Chief, U. S. Pacific Fleet.

Subject: U.S.S. TERROR (CM-5) - Action Report.

1. Forwarded.

2. This command recognizes fully the extremely difficult task the TERROR was called upon to perform, and is of the opinion that the ship performed an invaluable service to Minecraft and the Naval Service in the prosecution of the war.

3. The limitations imposed on a ship of this class by having to perform the dual function of Flagship and Tender, neither of which was completely satisfactory, are concurred in. Such a dual function will nevertheless be necessary in the future.

4. Until such time as a more suitable flagship can be made available, the TERROR will be used as the permanent flagship of this command. It is understood that such improvements as are possible will be made during the current repair of battle damage, and better arrangements are anticipated.

Alex. Sharp

ALEX. SHARP.

Copy to:
ComTHIRDFlt
AdCominPac
CO USS TERROR(CM5)

8 02283

15

OFFICE OF THE COMMANDER, AMPHIBIOUS GROUP ONE
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

File: A16-3
Serial: 0302

9 July 1945.

CONFIDENTIAL

SECOND ENDORSEMENT on
CO USS TERROR conf. ltr.
serial 0130 dated 24 May
1945.

From: Commander Amphibious Group ONE.
(Commander Task Force 52).
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Forces, U. S. Pacific Fleet.
(Commander Task Force 51).
(2) Commander FIFTH Fleet.
(3) Commander in Chief, U. S. Pacific Fleet.

Subject: USS TERROR (CM5) Action Report, OKINAWA,
19 March to 8 May 1945.

1. Forwarded, inviting attention to paragraphs 3 and 4 of the first endorsement. During the period prior to 0600(I) 1 April, while Commander Amphibious Group One was Commander Task Force 52, the TERROR acted as flagship of Commander Minecraft, U. S. Pacific Fleet, CTG 52.2. As stated in paragraph 2 of the first endorsement, the TERROR, within the limitation imposed by personnel and design, admirably performed her dual functions of flagship and tender to minecraft.

W. H. P. BLANDY.

cc:
ComInPac
CO USS TERROR (CM5)

8 02283

16

OFFICE OF THE COMMANDER
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

CAF/A16-3(3)

05/c1

AUG 7 945
R8868

Serial: 01598

30 JUL 1945

CONFIDENTIAL

REG. NO 70749
R. S. NO 8 02283
REG. SHEET NO 143

THIRD ENDORSEMENT to
CO USS TERROR Conf.
ltr. ser. 0130 dated
24 May 1945.

From: Commander Amphibious Forces, U. S. Pacific Fleet.
To : Commander in Chief, U. S. Fleet.
Via : Commander in Chief, U. S. Pacific Fleet.

Subject: Action Report.

1. Forwarded. Comments will be forwarded at a later date if deemed advisable.

H. G. HEEDY,
By direction.

Copy to:
USS TERROR

10 AUG 1945

4TH Endorsement.

From: CinCPac
To: CominCh

1. Forwarded.

2. If comment is considered appropriate, it will be included in CinCPac's Monthly Report of Operations in the Pacific Ocean Areas for the month concerned.

O. L. THORNE,
By direction

17