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Reg. No.	No 01181
R. S. No.	

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

CONFIDENTIAL

11 June 1945.

WAR DIARY FOR MAY 1945OPERATING UNDER COMINPAC AS TENDER AND SUPPLY SHIP FOR T.G. 52.2.

Various member of the staff of Commander Minecraft (CTG 52.2) including the Chief of Staff were living aboard. Anchored in Berth "K-88" Kerama Retto, Okinawa Gunto.

1. At 0356 we were hit by a Japanese suicide plane. The plane came in on the port beam passed 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 pound H.E. bombs which were detonated at the time of impact, as well as at least two 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 an excellent job of rescue work, fighting fire and maintaining battle readiness. A preliminary check showed about 35 killed and 60 wounded. We were assisted by U.S.S. ATR 106, LSM 90 and PCEH 586 as well as medical personnel from ships in the vicinity. The LSM and PCEH removed casualties and in the afternoon we got underway and shifted to alongside U.S.S. NATRONA for messing facilities for officers and crew until such time as temporary repairs could be made by a SRU from U.S.S. ZANIAH to our galley.
- 2-5. Moored to U.S.S. NATRONA undergoing temporary repairs.
6. A complete check showed 41 dead, 7 missing and 123 wounded.
7. Moored as before. Completed temporary repairs and transfer of all spare parts which could be of use in the forward area.
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.

Posits

1200

2000

26-01.0 N.

25-11.0 N.

127-27.5 E.

128-49.5 E.

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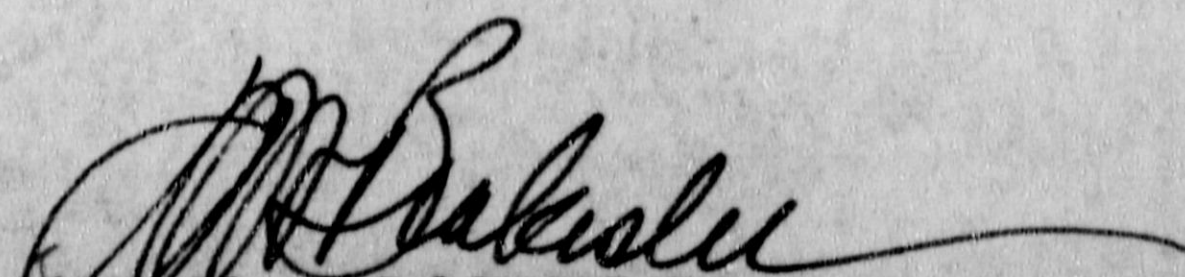
WAR DIARY FOR MAY 1945 (Continued).

9. Posits 0800 1200 2000
 24-100 N. 23-24.0 N. 22-36.0 N.
 131-13.0 E. 131-36.0 E. 132-54.0 E.
10. Posits 21-35.5 N. 21-14.0 N. 20-17.0 N.
 135-28 E. 136-23.0 E. 138-05.5 E.
11. Posits 18-46.5 N. 18-17.0 N. 17-07.0 N.
 140-34.0 E. 141-20.5 E. 142-40.0 E.
12. T.U. 51.29.4 was dissolved and we anchored outside the nets
 in Saipan Harbor.
- Posits 0800
 15-32.0 N.
 145-00 E.
13. Anchored as before.
14. We moved inside the nets and alongside the U.S.S. FLAMBEAU
 and fueled.
15. Underway in the morning in accordance with Port Director,
 Saipan confidential letter of 14 May, enroute to Eniwetok
 Atoll in company with U.S.S. ZELLARS, we are O.T.C. It was
 decided that our battle damage was too great to be repaired
 in the forward area.
- Posits 0800 1200 2000
 None 15-07.0 N. 14-45.0 N.
 146-21.0 E. 148-26.0 E.
16. Posits 14-13.5 N. 14-02.5 N. 13-23.5 N.
 151-26.5 E. 152-25.0 E. 154-22.0 E.
17. Posits 12-44.0 N. 12-27.5 N. 12-06.0 N.
 157-24.0 E. 158-18.5 E. 159-50.0 E.
18. We anchored in Eniwetok Atoll to allow the U.S.S. ZELLARS
 to fuel and to obtain onward routing. Sailed in the after-
 noon for Pearl Harbor as T.U. 96.6.17 with the ZELLARS in
 accordance to Port Director Eniwetok confidential order of
 18 May.
- Posits 0800 1200 2000
 None None 11-34.0 N.
 163-19.0 E.

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WAR DIARY FOR MAY 1945 (Continued).

19.	Posits	0800 12-06.5 N. 166-17.0 E.	1200 12-29.0 N. 167-15.0 E.	2000 12-56.0 N. 169-11.0 E.
20.	Posits	13-52.5 N. 172-10.0 E.	14-05.5 N. 173-09.0 E.	14-34.5 N. 175-26.0 E.
21.	Posits	15-21.0 N. 178-18.0 E.	15-31.5 N. 179-20.0 E.	16-00.0 N. 178-27.0 W.
21.	Posits	16-45.5 N. 175-20.5 W.	17-00.0 N. 174-13.0 W.	17-26.0 N. 172-06.5 W.
22.	Posits	18-02.0 N. 169-03.0 W.	18-16.0 N. 168-02.5 W.	18-35.0 N. 166-00.0 W.
23.	Posits	19-16.0 N. 162-58.0 W.	19-29.0 N. 161-53.5 W.	19-47.0 N. 159-35.0 W.
24.	Moored to dock in Berth "A-14", Pearl Harbor, T.H., at 0858.			
25.	Moored as before.			
26.	At 1250 sailed for San Francisco by authority of PacFlt, letter 7L-45, and ComServPac confidential despatch 162157 of May.			
26.	Posits	0800 None	1200 None	2000 22-17.0 N. 156-59.5 W.
27.	Posits	23-56.5 N. 154-55.0 W.	24-36.0 N. 154-06.0 W.	25-52.0 N. 152-04.0 W.
28.	Posits	27-45.0 N. 149-03.0 W.	28-28.5 N. 148-07.5 W.	29-30.5 N. 146-12.5 W.
29.	Posits	31-05.0 N. 142-41.5 W.	31-37.0 N. 141-31.0 W.	32-33.0 N. 139-40.0 W.
30.	Posits	33-54.5 N. 135-51.0 W.	34-26.0 N. 134-46.0 W.	35-19.0 N. 132-34.0 W.
31.	Posits	36-23.0 N. 129-15.0 W.	36-41. N. 128-06. W.	37-32. N. 125-54.5 W.


H.W. BLAKESLEE.

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.

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 reef 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.

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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 CPC Washroom (B-102-L).
After bulkhead of decontamination space.

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.