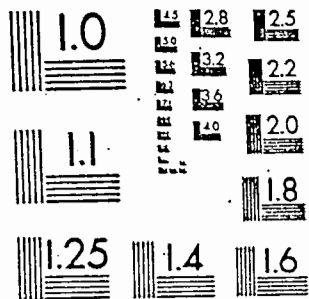


START OF REEL

7-108

JOB NO. AR-207-18

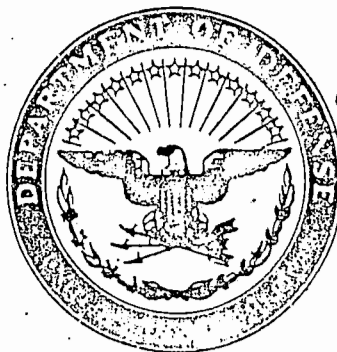
USS Massey (DD-778)



OPERATOR R. Muehl

DATE 12-4-78

**THIS MICROFILM IS
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NDW-NPPSO-5210/1 (6-78)



3

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS MASSEY (DD 778)

The USS MASSEY, one of the Navy's new 2,200 ton destroyers, has had an eventful career. She was built at the Seattle plant of the Todd-Pacific Shipbuilding Company. Mrs. Lance E. Massey christened the ship on September 12, 1944, in honor of her late husband, Lieutenant Commander Lance E. Massey, USN, one of the early heroes of the Pacific war. As the Commander of Torpedo Squadron Three in the Battle of Midway, Commander Massey died pressing home an assault through intense antiaircraft and fighter opposition that resulted in the sinking of two Japanese aircraft carriers.

On November 24, 1944, in Seattle, the USS MASSEY was officially placed in commission with Commander Charles W. Aldrich, USN, as her first commanding officer. For the next week, the MASSEY continued on her final outfitting alongside the dock before getting underway on November 30 on the first of her pre-shakedown trial runs. After conducting various gunnery, radar, and degaussing tests and exercises in the Puget Sound area, the MASSEY departed for San Diego on December 12. Here she underwent six weeks of various drills and inspections climaxed by her final military inspection of January 25. The following day, she began the return trip to Puget Sound, where she went into dry dock in the Bremerton Navy Yard for a post-shakedown overhaul.

On February 13, the MASSEY weighed anchor and steamed out through the Strait of Juan de Fuca with Pearl Harbor her destination. After holding gunnery exercises in the Hawaiian area, she departed for Port Purvis, Florida Island, as one of the screening units for two escort carriers. In the Solomons Group, of which Florida is a member, the ship took part in the maneuvers conducted there preliminary to the Okinawa amphibious operation. She continued to screen these escort carriers as they moved northward to Ulithi in the Western Carolines on March 21 and then up to Okinawa by April 1.

For the first month of the Okinawa campaign, the MASSEY served with a task force of four escort carriers, whose planes supplied air support for the ground forces on the island and conducted neutralizing attacks on the airfield of the Sakishima Islands to the southwest. Then followed seven weeks of radar picket duty around Okinawa in company with one or more destroyers. It was during this period that her gunners first had an opportunity to show what they could do. The ship underwent frequent attacks by Kamikaze planes, but the combination of able maneuvering by Captain Aldrich, expert aircraft identification by her radarmen, and excellent shooting by her gunners, brought her through unscathed. She accounted for nine Kamikaze planes in all, five of which fell before her guns one evening in a brief engagement commencing just after the friendly fighter plane cover had returned to base for the night.

With the collapse of organized Japanese resistance on Okinawa, most of the destroyers on picket duty there received new assignments.

On June 24, the MASSEY departed for San Pedro Bay, Leyte Gulf, P. I., in company with Destroyer Squadron 24. Following a brief period of repair work, she returned to Buckner Bay, Okinawa, as part of the screen for a fast cruiser task force. This force made the first surface antishipping sweeps off the China Coast, ranging from the waters north of Formosa, to the approaches to Shanghai. At the time of the Japanese surrender, the MASSEY lay at anchor in Buckner Bay, provisioning for another one of these sweeps.

The MASSEY first steamed into Japanese waters on 22 September as part of a task force covering the first American landings at Wakayama on the Inland Sea. Just previously, she had completed one week of patrolling a lifeguard station on the airline route from Tokyo to Okinawa, over which liberated prisoners of war were being flown. Then followed a round trip courier run to Okinawa, where she narrowly missed the destructive typhoon of 9 October. Back in Wakayama, she operated with other destroyers of Squadron 66 on a weekly trip to Yokosuka in Tokyo Bay. She continued on this duty until the squadron departed for San Diego on 5 December, traveling by the way of Eniwetok, Marshall Islands, and Pearl Harbor.

Leaving Pearl Harbor, the MASSEY pointed her nose eastward and home. She arrived at San Diego on 22 December 1945 and after 14 months at war, all hands had a very merry Christmas -- at home.

On 3 January 1946, the MASSEY left for New York, arrived there on 15 January and was immediately given 10 days upkeep. From 6 July until 1 November the destroyer voyaged between Newport, New York, and the South Drill Grounds, conducting extensive gunnery exercises.

From 6 July until 1 November of 1946 MASSEY cruised in the Norfolk and British West Indies area, running the gamut of tasks and exercises which are demanded of a peace-time destroyer; escorting, practice shore bombardment, screening, drilling, and all the various maneuvers which go to maintain top-notch efficiency on the destroyer service.

After a short time in Charleston for tender availability, and more cruising, the MASSEY reported to Commander Destroyer Squadron Two at Norfolk where, on 15 July 1947, she awaited a cruise to the Mediterranean.

By Directive dated March 1946, the USS MASSEY (DD 778) has remained on active duty, attached to the U. S. Atlantic Fleet.

* * *

The USS MASSEY (DD 778) earned two (2) battle stars on the Asiatic-Pacific Area Service Ribbon, for participating in the following operations:

- 1 Star/Okinawa Gunto Operation
Assault and Occupation of Okinawa -- 24 March to 30 June 1945.
- 1 Star/THIRD Fleet Operations against Japan -- 10 July to 15 August 1945.

The USS MASSEY (DD 778) also earned the Navy Occupation Service Medal - Pacific, for the period of 2 September to 6 December 1945.

* * *

STATISTICS

DISPLACEMENT	2,200 tons
OVERALL LENGTH	376 feet 6 inches
BEAM	40 feet 10 inches
SPEED	35 knots plus

Stencilled: July 1947

Restencilled: February 1951

YEAR	VOL.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
1941													
1942													
1943													
1944													
1945		X	X	X	X	X	X	X	X	X	X	X	X

24 X X

24 November 1944

MASSEY DD 778

DATE 2 May-24 June 1945 NAME MASSEY

FROM C. O. MASSEY

SERIAL 092

DATE 7 July 1945

SUBJECT Action Report - OKINAWA GUNTO operations for period 2 May to 24 June 1945.

Covers activities on radar picket station during ICEBERG operations from assignment to TG 51.5 (after 23 May; 31.5) on L/31 day (after having been in screen of CVEs) til departure from area on L/ 84. Much enemy air action in area.

FILED: War Diary *SEE OVER*
 Separately as PHOTOSTAT as ORIGINAL

MICROSERIAL NO. 131618 ACTION REPORT OPNAV 15-250

DATE 6 June 1945 NAME MASSEY

FROM C. O. MASSEY

SERIAL 086

DATE 13 June 1945

SUBJECT Anti-aircraft action on radar picket station, OKINAWA.

Covers heavy suicide plane attack on vessel off OKINAWA on L/66 day for initial landings. In TG 31.5 under Commodore Moosbrugger, ComTaskFlot 5. Ship suffered no damage.

FILED: War Diary
 Separately as PHOTOSTAT; as ORIGINAL;

SEE OVER

MICROSERIAL NO. 131590 ACTION REPORT OPNAV 15-250

DECLASSIFIED

DATE 22 July 1945 NAME MASSEY

FROM C. O. MASSEY

SERIAL 099

DATE 24 July 1945.

SUBJECT Action Report - East China Sea Operation - 12-23 July 1945.

Covers unprofitable anti-shipping sweep, 0542-1250I, about 7 miles off CHINA coast betw. FOOCHOW & WENCHOW. In TG 95 (GUAM, ALASKA, MONTEPELIER, CLEVELAND, COLUMBIA, DENVER & 9 DDs under RAD Low, CruDiv 16). Area swept lay north of FOR (over)

FILED: War Diary

Separately as enc. DESRON 24 ser. 0185 (24 July 1945); as ORIGINAL;

MICROSERIAL NO. 143654

ACTION REPORT OPNAV-29-100 REV. 12-46 8171

DATE 27 July-6 Aug 1945 NAME MASSEY

FROM C. O. MASSEY

SERIAL 0110

DATE 11 Aug. 1945

SUBJECT Action Report: EAST CHINA SEA Operation, period 25 July through 7 Aug. 1945.

Covers anti-shipping sweeps off mouth of YANGTZE River and across northeast approach to SHANGHAI to cut South CHINA-KYUSHU sea traffic. No profitable contacts in either YELLOW or EAST CHINA SEA. In TG 95.2 (GUAM, ALASKA, MONTEPELIER,

FILED: War Diary

Separately as Enc DESRON 24 ser. 0195 (11 Aug. 1945) p.19 ; as ORIGINAL; as PHOTOSTAT

(CENPAC: PRE-INVASION OF JAPAN; CHINA COAST OPS: B-13)

MICROSERIAL NO. 137579

ACTION REPORT OPNAV 16-258. (?)

DATE 1-2 August 1945 NAME MASSEY

FROM C. O. MASSEY

SERIAL 0109

DATE 9 August 1945.

SUBJECT Anti-Aircraft Action Report.

Merely forwards, without comment, AA form report covering action at 0504I/2 Aug., in EAST CHINA Sea, against enemy aircraft. In TG 95.2 (GUAM, ALASKA, MONTEPELIER, COLUMBIA, CLEVELAND, DENVER & 9 DDs under RAD Low, CruDiv 16). (over)

FILED: War Diary

Separately as ORIGINAL; as PHOTOSTAT

(CENPAC: CHINA COAST OPERATIONS: B-13)

MICROSERIAL NO. 136760

ACTION REPORT OPNAV-29-100 REV. 12-46 8171

Reg. No.	374463
R. S. No.	

U.S.S. MASSEY (DD-778)

12 DEC 1944

DD778/ A12-1 (012)

DECLASSIFIED

From: The Commanding Officer.
 To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of November, Submission of.

- References:
- (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
 - (b) Arts. 712, 874(6), 1022, and 1317, N.S. Navy Regulations, 1920.
 - (c) ALNav 176 of 1943.
 - (d) PacFlt ltr 10L-43.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD778) for month of November 1944.

1. In accordance with references (a),(b),(c) and (d), enclosure (A) is forwarded herewith.

C. W. Aldrich
 C. W. ALDRICH.

Handled

97617 **FILMED**

U.S.S. MASSEY (DD-778)

DD778/

War Diary, U.S.S. MASSEY (DD778) - 1944

CONFIDENTIAL

Nov 24 - 1045 U.S.S. MASSEY (DD778) placed in commission in accordance with OpNav spdltr OP-23B-IGM serial 0628123(SC) A4-1/DD778 of 28 October 1943, at outfitting dock, Todd Pacific Shipbuilding, Inc., Plant A, Harbor Island, Seattle, Washington. Commenced operations under CMO under direction Commandant, THIRTEENTH Naval District, in accordance with ComJ3 confidential serial 0649 of 24 November 1944, outfitting ship and making preparation for shakedown training.

25-29

Nov

Engaged in fitting-out, completion of equipment tests, loading of supplies, dock trials, drills and instructions for crew at outfitting dock, Todd Pacific Shipbuilding, Inc., Plant "A", Harbor Island, Seattle, Washington.

30 Nov

0833 Underway in accordance with ComJ3 confidential serial 0649 of 24 November 1944 and swinging ship for magnetic compass deviation. 0959 Moored at Pier 91, U.S. Naval Station, Seattle, Washington. Fueled and provisioned ship. 1555 Underway for Bremerton Navy Yard Departing Station, Illahee, Washington. 1710 Moored at Bremerton Navy Yard Departing Station, Illahee, Washington. Depermed ship and conducted darken ship test.

ENCLOSURE (A)

U.S.S. MASSEY (DD-778)

DD778/A12-1 (036)

23 January 1945

DECLASSIFIED
~~CONFIDENTIAL~~

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.

Subject: War Diary for Month of December, Submission of.

References: (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) ALNav 176 of 1943.
(d) PacFlt ltr 10L-43.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of December 1945.
1944

1. In accordance with references (a), (b), (c), and (d), enclosure (A) is forwarded herewith.

C.W. ALDRICH.

Aldrich

103810 **FILMED**

CONFIDENTIAL

Reg. No.	33
R. S. No.	

WAR DIARY
Month of December 1944
U.S.S. MASSEY (DD-778)

War Diary, U.S.S. MASSEY (DD-778)

1-31 December 1944

1 Dec - The U.S.S. MASSEY (DD-778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of the Pacific Fleet of the United States Navy, and is operating under the Chief of Naval Operations, under direction of the Commandant of the 13th Naval District, in accordance with Com 13 confidential serial 0649 of 24 November, 1944, completing fitting out and making tests in preparation for shakedown training. Moored in Port Orchard, bow and stern to can bouys, with one 6" manila line cut forward and one 5/8" wire out aft, on following bearings: Illahes pier 075°(T), Gibson pier 156°(T), and Battle Point 174°(T). 1410 Completed loading ammunition having loaded the following: 1160 rounds of 5"/38 AAC (7357); 240 rounds 5" common (2225); 100 rounds Ill. H.T. Index No. 1412; 1500 5"/38 Ctgs (SPDN)(6740); 600 5"/38 Ctgs. SPDN 3326; 25-(290-2052-0) 5"/38 cork plug spares; 12 5"/38 (601-001-K) projectiles, dummy drill, MK I time fuze type B.O. dwg 161064; 12 5"/38 (602-0000-K) projectiles dummy drill MK 2 solid nose type B.O. dwg 161064; 24 5"/38 (105-0050-K) ctgs dummy drill B.O. dwg 161065 in MK 9 tanks; 12 (401-8000-K) fuzes dummy time 45 second MK 18-0; 72 (080-1501-0) Primers lock combination for torpedo impulse chg; 150 (920-7070-0) wads inner B.O. dwg 145161 for torpedo impulse; k50 (920-7075-0) wads outer B.O. dwg 145051 for torpedo impulse chg; 50 (010-1081-0) pounds black powder SN cubical tanks B.O. dwg 26581 for torpedo impulse; 16 (090-5030-0) cartridge cases B.O. dwg 145051 for torpedo tubes; 912 (080-1501-0) primers MK 15-1 drill; 10080 40MM HEITSD N 151711, TNT burster chg. MK 27-0 nose fuze; lot U.G. MK 11 tracer, (R); 3600 40MM HEIP N001711 TNT burster chg MK 27-0 nose fuze lot U.J.; 720 40MM APT N00351 burster chg APT Lot U.D.; 288 40MM BLP N00 5141 burster chg BLP Lot U.F.; 80 40MM (103-0030-K) ctgs dummy drill; 43560 20MM HEI (0000-011711) ctfs HE Incendiary TET; 21780 20MM AA HET (0000-030-111) ctgs HE tracer TET; 540 20MM AA HET (0000-01-5141) ctgs BL&P; 180 20MM (101-0030-K) ctgs dummy drill; 3600 (T2AA-5) ctgs 45 cal. ball; 3000 (TIEGK-5) ctgs 30 cal; ball clip bandolliers; 100(T3AAA-5) 12 gauge shot gun shells 00 buck; 100(T) VAB-5 30 cal ctgs dummy in 5 round clips; 80 (T2VWA-5) ctgs 45 cal. blanks for line throwing gun; 2(465-0300-E) destructors AN-M3; 20000 (T1AA-5) ctgs 22 cal ball long rifle; 1-(741-0400-E) demolition outfit MK 104; 3(20400-B) ships EIS star MK I white; 3(20410-B) ships EIS star MK I red; 3(20420-B) ships EIS shower MK 2 green; 3(20460-B) ships EIS smoke MK 3 red; 3(20470-B) ships EIS smoke MK3 green; 3(20480-B) ships EIS smoke MK 3 yellow; 3(20490-B) ships EIS smoke MK 3 black; 3(20500-B) ships EIS chamelon MK 4 WRG; 3(20510-B) ships EIS chamelon MK 4 WRG; 3(20520-B) ships EIS chamelon MK 4 WRG; 1(40610-B) verys service box metal complete; 1(409010-B) verys signal pistol MK 5; 6(20600-B) ships hand light red; 12(2-610-B) ships hand light blue; 14(20100-B) abandon ship signaling kits; 1(40610-B) verys service box metal for life boat; 10 (28000-B) depth chg markers day MK I-I; 10(20810-B) depth chg markers night Mk 2; 2(50100-C) Navy CN training spare guns; 1(50250-C) gas identification set;

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ENCLOSURE (A)

DD778/AL2-1()
CONFIDENTIAL

23 January 1945

War Diary for Month of December, Submission of.

- 1 Dec (Cont'd)
15 5"/38 AAC7357; 12 5"/38 TAR 4300; 27 5"/38 ctgs N6740; 1425 Underway to Seattle. 1828 Moored starboard side to Pier 90 in berth 3, Naval Station, Seattle, Washington.
- 2 Dec 0830 Underway to Port Jefferson and conducted degaussing calibration runs. 1410 Enroute to Pier 91, Seattle, conducting emergency drills enroute. 1545 Moored port side to berth B, Pier 91, Naval Station, Seattle, Washington.
- | | | |
|------------------|------------|-----------|
| 1200 - Latitude | 47°38.1'N | Zone Time |
| 1200 - Longitude | 122°26.1'W | Plus 7 |
- 3 Dec 0850 Underway to Dungeness and calibrated R.D.F. 1705 Moored port side to dock at Ammunition Depot, Indian Island, Washington and received the following ammunition: 66 Depth charge cans, MK 9 Mod 3, loaded; 66 depth charge pistols, MK 6 Mod 1, empty; 66 depth charge booster extender, MK 6 Mod 1; 66 depth charge booster cans, MK 6 Mod 2; 72 percussion detonators, MK 1; Mod 1; 14 knobbed safety covers for pistols; 14 knobbed safety forks for extenders; 1 depth charge pistol (drill) MK 6, Mod 1; 1 depth charge booster extender (drill) MK 6 Mod 1; 15 impulse charge boxes; 30 single projector impulse charges; 90 cans for impulse charges. 2041 Moored port side to berth FOX, Pier 91, Seattle, Washington.
- | | | |
|------------------|------------|-----------|
| 1200 - Latitude | 48°13.5'N | Zone Time |
| 1200 - Longitude | 123°03.6'W | Plus 7 |
| 2000 - Latitude | 47°37.6'N | |
| 2000 - Longitude | 122°24.8'W | |
- 4 Dec Moored berth FOX, Pier 91, Naval Station, Seattle, Washington.
- 5 Dec 0847 Underway to Gunnery area #5 (Puget Sound) for structural firing tests, conducting engineering tests enroute. 1513 Completed structural test firing, results satisfactory. 1808 Moored port side to Pier 90, Seattle, Washington. Ammunition expended this date: 12 rounds BL&P #BH7-C-44; 18 rounds AA common #BE-3075; 30 cartridges 5"/38 SPDN 6740, lot 2455; 224 rounds BL&P - 40MM SP IN 4455 lot of 4; 1320 rounds BL&P - 20MM lot ZG 130/S.
- | | | |
|------------------|-----------|-----------|
| 1200 - Latitude | 48°12.2'N | Zone Time |
| 1200 - Longitude | 123°10'W | Plus 7 |
- 6 Dec Underway to Vashon Point measured mile area and conducted pitometer log calibration runs. 1525 Moored starboard side to Pier 91. Naval Station, Seattle, Washington.

DD778/AL2-1()
CONFIDENTIAL

23 January 1945

War Diary for Month of December, Submission of.

6 Dec (Cont'd)

1200 - Latitude - 47°28'N Zone Time
1200 - Longitude - 122°25.1'W Plus 7

7 Dec Underway to Orchard Point and conducted calibration of MK 12 radar. 1114 MK 12 radar calibration completed, proceeded to Port Angelus, Washington. 1647 Anchored in berth 13, Port Angelus Harbor, Port Angelus, Washington.

1200 - Latitude 47°34.4'N Zone Time
1200 - Longitude 122°23.5'W Plus 7

8 Dec 0831 Underway and fired anti-aircraft test practices and exercised at simulated dive bomber and strafing attacks. 1723 Moored port side to berth 5, Pier 90, Naval Station, Seattle, Washington. Ammunition expended this date: 24 rounds 5"/38 AA common; 380 rounds 40MM ammunition;

1200 - Latitude 48°12.5'N Zone Time
1200 - Longitude 123°01'W Plus 7

9 Dec Moored port side to berth 5, Pier 90, Naval Station Seattle, Washington. Inspection by COTCPac Fire Board.

10 Dec Moored port side to berth "BAKER", Pier 91, Naval Station, Seattle, Washington, fueling and provisioning ship.

11 Dec Informal inspection by the Commanding Officer, Commissioning Detail, Seattle, Washington.

12 Dec 0900 Readiness for Shakedown Inspection conducted by COTCPac, Subordinate Command, Seattle, Washington. Ship pronounced in all respects ready for shakedown. 1331 Underway in compliance COTCPac confidential mailgram 121515 of 12 December 1944, operating in accordance COTCPac Operation Order 306-44 of 15 November 1944.

2000 - Latitude 48°30.6'N Zone Time
2000 - Longitude 124°48.1'W Plus 7

13 Dec Enroute San Diego, California.

	Latitude	Longitude	Zone Time
0800	46°06'N	125°06'W	Plus 7
1200	45°05'N	125°10'W	
2000	43°27'N	125°39.1'W	

23 January 1945

15

War Diary for Month of December, Submission of.

14 Dec Enroute San Diego, California.

	Latitude	Longitude	Zone Time
0800:	40°17.7'N	125°29'W	Plus 7
1200:	39°26.0'N	125°06'W	
2000:	27°43'N	123°43.1'W	

15 Dec Enroute, San Diego, California.

	Latitude	Longitude	Zone Time
0800	35°13.6'N	122°16'W	Plus 7
1200	34°28'N	121°30.1'W	
2000	33°13'N	120°05'W	

16 Dec 0940 Reported to Commander, San Diego Shakedown Group for duty. 1040 Moored to bouy 8 and 8A in San Diego Bay. 1400 Underwent formal military arrival inspection by Commander, San Diego Shakedown Group.

	Latitude	Longitude	Zone Time
0800	32°30.9'N	117°39'W	Plus 7

17 Dec 0731 Underway, operating in accordance Commander, San Diego Shakedown Group Op Order 32-44 of 17 December 1944. Conducting ASW training exercises under WCES with the USS SPRINGER (SS414). 1803 Moored to bouy 8, San Diego Bay.

	Latitude	Longitude	Zone Time
0800	32°39'N	117°13.6'W	Plus 7
1200	32°29'N	117°39.5'W	

18 Dec 0700 Underway operating in company USS SPRINGER(SS414) carrying out ASW training exercises. 0800 Commander Harold T. Deutermann, U.S. Navy, Commander Destroyer Division 132 hoisted his pennant in the USS MASSE Y (DD773).

	Latitude	Longitude	Zone Time
0800	32°35'N	117°15'W	Plus 7
1200	32°25.5'N	117°35.5'W	

19 Dec Underway operating in company USS SPRINGER (SS414), USS COOK INLET, and USS HAZARD. 1347 Relieved USS BORIE as escort for USS ALASKA during conduction of shore bombardment and commenced operating in accordance Op. Order 26-44 of CTG 14.2 of 16 December 1944.

	Latitude	Longitude	Zone Time
0800	32°39.5'N	117°13.5'W	Plus 7
1200	32°32'N	117°46.5'W	

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ENCLOSURE (A)

6

DD778/A12-1()
CONFIDENTIAL

23 January 1945

War diary for Month of December, Submission of.

19 Dec (Cont'd) Zone Time
2000 32°41'N 118°22'W Plus 7

20 Dec Underway escorting USS ALASKA.

	Latitude	Longitude	Zone Time
0800	32°46'N	117°20.8'W	Plus 7
1200	32°46.5'N	117°46.5'W	
2000	32°52.5'N	117°07.2'W	

21 Dec Escorting USS ALASKA during shore bombardment exercise 131. 1900 Joined company USS INDIANAPOLIS and USS BROWNSVILLE. 1910 OSDSG Exercise 177 fired with USS INDIANAPOLIS. 2016 Took station and commenced screening USS INDIANAPOLIS. Ammunition expended: 12 rounds Starshell Illuminating.

	Latitude	Longitude	Zone Time
0800	32°32.5'N	117°24.3'W	Plus 7
1200	32°35.5'N	117°45'W	
2000	32°37'N	117°34.1'W	

22 Dec Escorting USS INDIANAPOLIS. 1328 Fired Commander, San Diego Shakedown exercises 164 and 167. 1734 Moored to bouy 8, San Diego Bay. Ammunition expended: 54 rounds AA common 5^H/38.

	Latitude	Longitude	Zone Time
0800	32°18.5'N	117°58.5'W	Plus 7
1200	32°17'N	118°07'W	
2000	Moored bouy 8.		

23 Dec Moored to bouy 8, San Diego Bay. Conducted Tracking Exercise 175.

24 Dec 0705 Underway, conducting ASW exercise under WOSS. 1705 Moored bouy 8.

	Latitude	Longitude	Zone Time
1200	32°30'N	117°32'W	Plus 7

25 Dec Moored at bouy 8, San Diego Bay.

26 Dec 0707 Underway in accordance OSDSG Op Order 32-44 conducting scheduled drills and exercises, escorting USS INDIANAPOLIS. Conducted towing exercise, USS INDIANAPOLIS towing USS MASSEY. 2252 Joined USS CLEVELAND USS AARON WARD, USS COOK INLET, and formed anti-submarine screen on USS CLEVELAND and USS INDIANAPOLIS, USS MASSEY in station 1 of Screening Plan 53.

-5-
ENCLOSURE (A)

7

DD778/112-1()
CONFIDENTIAL

23 January 1945

War diary for Month of December, Submission of.

26 Dec (Cont'd)

	Latitude	Longitude	Zone Time
0800	32°38'N	117°21'W	Plus 7
1200	32°29.5'N	118°11.5'W	
2000	32°30'N	118°28'W	

27 Dec 0100 USS AARON WARD proceeded independently; USS MASSEY took station #2 of anti-submarine screening plan #52, screening USS CLEVELAND and USS INDIANAPOLIS. 0734 Received guard mail from USS CLEVELAND in mail passing exercise, then resumed screening station. 1002 Took station 4000 yards to seaward of USS INDIANAPOLIS as anti-submarine patrol for USS INDIANAPOLIS conduct of shore bombardment of San Clemente Island, CSDSG Exercise 131. 1702 Relieved of patrol duties by USS HART (DD594) and proceeded to rendezvous for conduct of CSDSG Exercise #109 and Night Machine Gun Practice #110.

	Latitude	Longitude	Zone Time
0800	32°47'N	118°22'W	Plus 7
1200	32°43.8'N	118°22.8'W	
2000	32°21'N	118°03'W	

28 Dec Operating in accordance CSDSG Op Order 32-44 conducting scheduled drills and exercises operating with various units under Commander, San Diego Shakedown Group. 0931 Fired Point of Aim Practice using Main Battery and Automatic Weapons Battery. 1326 Fired AABP "GEORGE", "HOW", and "BAKER" training runs. 1855 Fired Night AABP "HOW" and "UNCLE" on automatic weapons battery. Ammunition expended this date: 20 rounds 5"/38 AA Common.

	Latitude	Longitude	Zone Time
0800	32°19'N	117°54'W	Plus 7
1200	32°34'N	118°02'W	
2000	32°26'N	118°00'W	

29 Dec 1400 Fired AABP "UNCLE" and "GEORGE". 1712 Moored Buoy 8, San Diego Bay. Ammunition expended this date: 55 rounds 5"/38 AA Common.

	Latitude	Longitude	Zone Time
0800	32°30'N	117°58'W	Plus 7
1200	32°31'N	117°23.5'W	

30 Dec Moored Buoy 8, San Diego Bay.

78
23 January 1945

War diary for Month of December, Submission of.

31 Dec 0647 Underway in compliance Commander, San Diego Shakedown Group
Op Order 24-44 of 17 December 1944, in company with various units
attached to Commander, San Diego Shakedown Group. 1152 Fired Radar
Calibration practice; USS BOGGS towing; and AABP "TARE" and "GEORGE".
Made rehearsal torpedo runs and rehearsed Night Machine Gun Surface
Practice runs. Ammunition expended: 82 rounds 5"/38 BL & T. 64
rounds 5"/38 AA Common.

	Latitude	Longitude	Zone Time
0800	32°34.5'N	117°23'W	Plus 7
1200	32°32.5'N	118°05'W	
2000	32°33'N	118°14'W	

C.W. ALDRICH.

U.S.S. MASSEY (DD-778)

19
Reg. No. 47
R. S. No.

DD778/A12-1 (038)

4 February 1945.

DECLASSIFIED
~~CONFIDENTIAL~~

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.

Subject: War Diary for Month of January, Submission of.

Reference: (a) CominCh ltr FFI/A12-1/A16-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) A1Nav 176 of 1943.
(d) PacFlt ltr 10L-43.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD778) for month of January 1945.

1. In accordance with references (a), (b), (c), and (d), enclosure (A) is forwarded herewith.

R. J. [Signature]

Classified

104595 **FILMED**

U.S.S. MASSEY (DD-778)

DD778/ A12-1 (038

WAR DIARY

1-31 January 1945.

CONFIDENTIAL

1 Jan - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of the Pacific Fleet of the United States Navy; and is operating under the Chief of Naval Operations, under direction of the Commander, San Diego Shakedown Group, of the Operational Training Command, Pacific Fleet, in accordance with Commander Task Group 14.1 Operating Order 34-44, conducting shakedown training exercises. Commander Harold T. Deuterman, U.S. Navy, Commander, Destroyer Division 132 is embarked aboard, with U.S.S. MASSEY acting temporary flagship of Destroyer Division 132. Ship is underway in company with various units attached to Commander, San Diego Shakedown Group. Fired local control battle practice. Fired AABP "Sugar".

Ammunition expended: 52 rounds 5"/38 AA Common.

	Latitude	Longitude
0800	32°31'N	118°14'W
1200	32°37'N	118°02'W

2 Jan - Moored buoy 8 and 8A in San Diego Bay. Held Mockup Training Exercise 302 at West Coast Sound School; Shore Bombardment conference at ComPhibTrPac, San Diego; loaded 5 practice torpedoes from Naval Repair Base, San Diego.

3 Jan - Fired torpedo practices; CSDSG Exercises 140 - Low Visibility Radar Controlled; Exercise 141 - Surprise Encounter; Exercise 142 - Local Control Torpedo Practice.

	Latitude	Longitude
0800	32°42.5'N	117°13.8'W
1200	32°31'N	117°55'W

4 Jan - 0655 Underway for sea. 1112 Fired Day Surface Spotting Practice. 1140 Commenced Destroyer Tactical Maneuvering Exercise 23. 1457 Fired CSDSG Exercise 162, AABP "Baker". 1930 Fired night starshell illuminating practice.

Ammunition expended this date: 78 rounds 5"/38 AA Common, 24 rounds 5"/38 starshell illuminating.

	Latitude	Longitude
0800	32°35'N	117°20'W
1200	32°31'N	118°03'W
2000	32°27'N	117°59'W

U.S.S. MASSEY (DD-778)

DD778/A12-1 (038)

4 February 1945.

CONFIDENTIAL

War Diary for Month of January, Submission of.

5 Jan - Conducted smoke screen laying exercise; fired AABP "George".
Ammunition expended: 30 rounds AA Common.

	Latitude	Longitude
0800	32°21'N	118°05'W
1200	32°08'N	117°48'W

6 Jan - Moored to buoy 8 and 8A in San Diego Bay. 0713 Underway for sea, operating under West Coast Sound School, escorting U.S.S. STURGEON. Conducting anti-submarine Exercise 2. 1729 Moored buoy 8 in San Diego Bay.

	Latitude	Longitude
0900 Buoy 8 and 8A, San Diego Bay, California.		
1200	32°28'N	117°43'W
2000 Buoy 8 and 8A, San Diego Bay, California.		

7 Jan - Conducted CSDSG Exercise 401 - Full Power Trial-successfully.

	Latitude	Longitude
0800 Buoy 8, San Diego Bay, Calif.		
1200	32°12'N	117°45'W
2000 Buoy 50, San Diego Bay, Calif.		

8 Jan - Completed CSDSG Exercise: 67 - Damage Control; 23 - Tactics; 140R - Radar Torpedo Practice rehearsal; 108F - Night Spotting Practice.
Ammunition expended this date: 30 rounds AA Common, 16 rounds Illuminating, 46 rounds SPDF Cartridges.

	Latitude	Longitude
1200	32°20'N	117°41'W
2000	32°15'N	118°12'W

9 Jan - Completed CSDSG Exercise: 23 - Tactics; 68 - Damage Control Problem; 132F - Long Range Battle Practice; 203 - Flashing Light Drill; 140R, 141R, 142R - Torpedo Rehearsal runs.
Ammunition expended: 36 rounds AA Common, 36 SPDN 6740 Cartridges.

	Latitude	Longitude
0800	32°32'N	117°42'W
1200	32°31'N	117°55'W
2000	32°31'N	118°26'W

U.S.S. MASSEY (DP-778)

4 February 1945.

DD778/ A12-1 (038)

CONFIDENTIAL

War Diary for Month of January, Submission of.

10 Jan - Completed CSDSG Exercises: 22 - Towing a disabled ship; 69 - Damage Control; 124F - Local Control Battle Practice; 109F - Night Battle Practice; 110F - Night Machine Gun Practice (surface); 164F - AA and AAMG Practice "George"; 169F - AAMGP "How"; 170F - AAMGBP "Uncle"; 165F - AABP "Tare".

Ammunition expended: 165 AA Common, 24 Illuminating, 54 SPDF Cartridges, 141 SPDN Cartridges, 2820 40MM, 4170 20 MM.

	Latitude	Longitude
0800	32°29'N	117°17'W
1200	32°17.2'N	117°53'W
2000	32°16'N	118°07'W

11 Jan - Completed CSDSG Exercise 70 - Damage Control; 124F - Local Control Battle Practice; 163F - Full Radar Control AABP "Baker"; 164F - AA and AAMG practice "George"; 209 - Recognition Drill; 125F - Day Spotting Practice; 130 - Simulated Shore Bombardment.

Ammunition expended: 110 AA Common, 110 SPDN 6740 Cartridges, 720 40 MM, 1320 20MM.

	Latitude	Longitude
0800	32°15'N	117°45'W
1200	32°26'N	118°12'W
2000	Moored.	

12 Jan - Completed CSDSG Exercise 71 - Damage Control; 140F - Full Radar Control Torpedo Practice; 141F - Surprise Encounter Torpedo Practice; 142F - Local Control Torpedo Practice.

	Latitude	Longitude
0800	32°35'N	117°20'W
1200	32°30'N	117°55'W
2000	Moored.	

13 Jan - Moored in San Diego Bay.

14 Jan - Operating in accordance CSDSG OpOrder 1-45. Completed Exercise CSDSG 72 - Damage Control.

	Latitude	Longitude
0800	32°49'N	118°23'W
1200	32°48'N	118°23'W
2000	33°01'N	118°23'W

U.S.S. MASSEY (DD-778)

DD778/A12-1 (038)

4 February 1945.

CONFIDENTIAL

War Diary for Month of January, Submission of.

15 Jan - Conducted CSDSG Exercise 73 - Damage Control; and Exercise 131 - Shore Bombardment. Ammunition expended: 422 AA Common, 14 Illuminating, 4 Common, 396 SPDN 6740 Cartirdges, 44 SPDF Cartridges, 360 40MM.

	Latitude	Longitude
0800	32°49'N	118°21'W
1200	32°50'N	118°20'W
2000	32°48'N	118°24'W

16 Jan - Conducted San Diego Shakedown Group Exercise 109R - Night Battle Practice Rehearsal; 110F - Night Machine Gun Practice; 23 - Tactics. Ammunition expended: 720 40MM.

	Latitude	Longitude
0800	32°48'N	118°21'W
1200	32°49'N	118°22'W
2000	32°27'N	118°15'W

17 Jan - Conducted CSDSG Exercise 305 - Radar Jamming; 168F - Drone Practice; 185F - Small Drone Practice; 74 - Damage Control Problem. Ammunition expended: 96 5"/38 AA Common, 922 40MM, 3078 20MM

	Latitude	Longitude
0800	32°30'N	117°25'W
1200	32°55'N	118°04'W
2000	Moored buoy 50.	

18 Jan - Moored at buoy 50, San Diego Bay. Conducted CSDSG Exercise 302 - CIC Mockup; and Attack Teacher Instruction. Loaded 4 practice torpedoes from Naval Repair Base, San Diego.

19 Jan - Conducted CSDSG Exercise 118F - Division Torpedo Practice.

	Latitude	Longitude
0800	Moored buoy 50	
1200	32°17'N	117°53'W
2000	Moored buoy 50	

20 Jan - Moored at buoy 50, San Diego Bay. Conducted CSDSG Exercise 306 - Coordinated Attack, Anti-Submarine; 201 - Tactical Communication Drill.

U.S.S. MASSEY (DD-778)

DD778/A12-1 (038)

4 February 1945.

CONFIDENTIAL

War Diary for Month of January, Submission of.

21 Jan - Conducted CSDSG Exercise 300 - Fighter Direction; Fired Radar Calibration Practice.
Ammunition expended: 30 rounds 5"/38 AA Common.

	Latitude	Longitude
0800	32°34'N	117°20'W
1200	32°32'N	117°55'W

22 Jan - Conducted CSDSG ASW Exercise 2, exercising with S33; Conducted Exercise 175 - AA Tracking Runs.

	Latitude	Longitude
0800	32°33.5'N	117°36.5'W
1200	32°31'N	117°40'W
2000	32°31'N	117°40'W

23 Jan - Conducted CSDSG ASW Exercise 2, exercising with S33.

	Latitude	Longitude
0800	32°29'N	117°37'W
1200	32°30'N	117°38'W
2000	Moored to buoy 8, San Diego Bay, Calif.	

24 Jan - Conducted CSDSG ASW Exercise 2, exercising in company with S33. Conducted CSDSG Exercise 145 - Depth Charge Structural Firing Test. Results satisfactory.

	Latitude	Longitude
0800	Moored buoy 8 and 8A, San Diego Bay, Calif.	
1200	32°41'N	117°29'W
2000	Moored buoy 8 and 8A, San Diego Bay, Calif.	

25 Jan - Underwent Commander San Diego Shakedown Group Exercise 11 - Damage Control Problem and Exercise 12 - Final Military Inspection. Completed shakedown training.

0800	Moored buoy 8 and 8A, San Diego Bay, Calif.	
1200	Moored buoy 8 and 8A, San Diego Bay, Calif.	
2000	Moored buoy 8 and 8A, San Diego Bay, Calif.	

U.S.S. MASSEY (DD-778)

DD778/A12-1 (038)

4 February 1945.

CONFIDENTIAL

War Diary for Month of January, Submission of.

26 Jan - Underway at 1000 in accordance Com1 Serial O-520 of 25 January 1945. Enroute to Puget Sound Navy Yard, Bremerton, Washington, for post-shakedown availability. 1700 Completed Commander San Diego Shakedown Group Exercise 400 - Measured Mile.

	Latitude	Longitude
0800	Moored to buoy 8 and 8A, San Diego Bay, Calif.	
1200	32°41.2'N	117°29'W
2000	33°02.4'N	118°09.2'W

27 Jan - Enroute PSNY, Bremerton, Washington.

	Latitude	Longitude
0800	34°22'N	121°06'W
1200	35°13'N	121°19'W
2000	37°04'N	122°45'W

28 Jan - Enroute PSNY, Bremerton, Washington.

	Latitude	Longitude
0800	39°36'N	124°35.5'W
1200	40°31'N	124°54'W
2000	42°03'N	125°11'W

29 Jan - Enroute PSNY, Bremerton, Washington.

	Latitude	Longitude
0800	45°09'N	124°35'W
1200	46°05'N	124°21'W
2000	47°29.5'N	125°03'W

30 Jan - Arrived PSNY, Bremerton, Washington. Unloaded remnant ammunition for temporary stowage at NAD, Puget Sound, Bremerton, Washington. 1903 Entered drydock No. 7, Puget Sound Navy Yard; Commenced post-shakedown repair availability in accordance COTCPAC dispatch 191833 of January 1945.

	Latitude	Longitude
0800	47°34'N	122°30'W
1200	Anchored 700 yards south of Pier 4, PSNY, Bremerton, Washington.	
2000	Drydocked in Floating Drydock No. 7.	

31 Jan - Continuing navy yard work. Drydocked in Floating Drydock No. 7, Puget Sound Navy Yard, Bremerton, Washington.

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U.S.S. MASSEY (DD-778)

Reg. No.	128
R. S. No.	

DD778/A12-1()

056

5 March 1945

DECLASSIFIED

From: The Commanding Officer.
 To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of February, submission of.

Reference: (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
 (b) Arts. 712, 874(6), 1022, and 1317, U.S.Navy Regulations, 1920.
 (c) A1Nav 176 of 1943.
 (d) PacFlt ltr 10L-43.
 (e) PacFlt conf. ltr 10L-45.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD778) for month of February 1945.

1. In accordance with references (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH

Recorded

112631 **FILMED**

27

U.S.S. MASSEY (DD-778)

DD778/ A12-1(056)

WAR DIARY

1-27 February 1945.

CONFIDENTIAL

1-8 Feb - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of the Pacific Fleet, of the United States Navy; and is operating under the Chief of Naval Operations, under direction of the Commander, Operational Training Command, Pacific Fleet, undergoing post-shakedown repairs; availability in accordance COTCPac despatch 191833 of January 1945. Drydocked in Floating Drydock #7 at Puget Sound Navy Yard, Bremerton, Washington. The governing job during this availability is made up of alterations to underwater body to correct excessive vibration experienced in this vessel during shakedown. These alterations involve removal of one stern tube strut on either shaft and strengthening the remaining struts. Installation of MN and various other radio gear in progress. Repairs to Mark 12 Radar and other work in CIC in progress. Current availability ends 10 February 1945; RFS 13 February 1945. Ships present: Various units United States Pacific Fleet, Yard and District Craft: SOPA in U.S.S. ALABAMA (BB60).

Zone Plus 7.

8 Feb - 1630 Shifted from Floating Drydock #7 to Pier 5, Berth C, Puget Sound Navy Yard, Bremerton, Washington, repairs to underwater body having been completed. It has been decided by Industrial Manager, PSNY, Bremerton, to run underway trials to determine results of vibration correction on Sunday, 11 February.

Zone Plus 7.

9 Feb - 1315 Fueled ship and held post-repair dock trials at Pier 5, Berth C.

Zone Plus 7.

10 Feb - Availability completed. Taking on stores and making ready for sea.

Zone Plus 7.

11 Feb - 0811 Underway in Puget Sound to Straits of Juan de Fuca conducting vibration tests at various speeds. 0910 Ran degaussing ranges at Point Jefferson, Washington - degaussing test satisfactory. 1115 Commenced modified full power trial in connection vibration test and post-repair trial. 1334 Completed full power and vibration test runs; results of both full power and vibration tests satisfactory. 1522 Moored in Berth C, Pier 5, Puget Sound Navy Yard, Bremerton, Washington, with standard moor. Topped off fuel oil and provisions.

Zone Plus 7.

2

U.S.S. MASSEY (DD-778)

DD778/A12-1(056)

WAR DIARY

1-27 February 1945

CONFIDENTIAL

12 Feb - 1000 Underway, stood out into Port Orchard Channel and anchored to load ammunition. 1155 Began loading ammunition. 2210 Completed loading ammunition, having received full standard allowance ammunition of all types for destroyer this type from NAD, Puget Sound, Washington. Ready for sea as of midnight.

Zone Plus 7

13 Feb - Ready for sea. 1009 Underway for Pearl Harbor, T.H., in accordance Commander Western Sea Frontier dispatch 121639 of February and in compliance CinCPac secret dispatch 080703 of February. 1804 Passed Juan de Fuca Lightship abeam 1 mile to starboard, bearing 000°; took departure, set course 261°(T) and pgc. 230° psc. Zigzagging in accordance Plan 6 of USF(10)A. Steaming singly enroute to Pearl Harbor.

0800 Positions: Anchored off Pier 5, PSNY, Bremerton, Washington.

	Latitude	Longitude
1200	47°-46.3'N.	122°-13.1'W.
2000	48°-26'N.	124°-50'W.

Zone Plus 7.

14 Feb. - Enroute proceeding singly to Pearl Harbor, T.H. Fired air burst practice and tested all automatic weapons. Operation of all guns satisfactory.

Ammunition expended:

- 4 rounds 5"/38 AA Common.
- 4 rounds 5"/38 powder SPDN 6740
- 180 rounds 40MM HEIT
- 660 rounds 20MM HEI

Positions:	Latitude	Longitude
0800	46°-36'N	129°-17'W.
1200	45°-41'N	130°-40.5'W.
2000	44°-02.1'N.	132°-54'W.

Zone Plus 8.

15 Feb - Enroute proceeding singly to Pearl Harbor, T.H. 0830 Exercised crew at General Quarters for Battle Problem.

Positions:

	Latitude	Longitude	Zone
0800	41° 44'N	136° 02'W	Plus 7
1200	41° 02'N	137° 06'W	
2000	39° 36'N	139° 08'W	

U.S.S. MASSEY (DD-778)

CONFIDENTIAL

DD778/A12-1 (056)

WAR DIARY

1-27 February 1945.

16 Feb - Enroute proceeding singly to Pearl Harbor, T.H. 0839 Exercised crew at General Quarters for Battle Problem. 1005 Fired burst practice with main battery and automatic weapons. 1515 Changed time to zone plus 8. Ammunition expended:

- 3 rounds - 5"/38 AA Common
- 3 rounds - 5"/38 Powder SPDN 6740
- 120 rounds - 40MM HEI
- 358 rounds 40MM HETP
- 440 rounds - 20MM HETP
- 880 rounds - 20MM HEI

POSITIONS:	Latitude	Longitude	Zone Des.
0800	37° 18.5'N	142° 23.5'W	Plus 8
1200	36° 05.9'N	143° 29'W	
2000	34° 35'N	145° 11'W	

17 Feb - Enroute proceeding singly to Pearl Harbor, T.H. 0827 Exercised crew at General Quarters in Battle Problem. 1630 Changed to zone plus 9.

POSITIONS:	Latitude	Longitude	Zone Des.
0800	32° 01'N	147° 48.2'W	Plus 9
1200	31° 07'N	148° 33'W	
2000	29° 51'N	149° 55'W	

18 Feb - Enroute proceeding singly to Pearl Harbor, T.H. 0820 Exercised crew at General Quarters in Battle Problem.

POSITIONS:	Latitude	Longitude	Zone Des.
0800	27° 27'N	152° 11'W	Plus 9
1200	27° 02'N	153° 05'W	
2000	25° 20'N	154° 41.2'W	

19 Feb - Enroute proceeding singly to Pearl Harbor, T.H. Scheduled to rendezvous with towing planes Northeast of Oahu for AA firing at about 0800. 0800 Rendezvoused with two towing planes and fired AA practices Baker, George, How and Tare. 1259 Passed channel Buoy #1 abeam to port, standing in to Pearl Harbor. Reported for duty in Pacific Fleet to CinCPac (Pearl Harbor) and ComDesPac. 1347 Moored bow and stern to Buoy D-2, Middle Loch Anchorage, Pearl Harbor, alongside U.S.S. DREXLER (DD 741), port side to, in 4 fathoms of water. 1355 Received ComDesPac's representative on board. 0730 Changed to zone plus 9½.

POSITIONS:	Latitude	Longitude	Zone Des.
0800	21° 58.5'N	157° 04'W	Plus 9½
1200	21° 15.1'N	157° 53.4'W	
2000	Moored Buoy D-2, Middle Loch, Pearl Harbor.		

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U.S.S. MASSEY (DD-778)

CONFIDENTIAL
036

DD778/ A12-1

WAR DIARY

1-27 February 1945.

20 Feb - Moored to Buoy D-2, Middle Loch, Pearl Harbor. 1000 Commanding Officer and other officers concerned attended Shore Bombardment Conference at ComDesPac lecture room. 1115 Exchanged two defective torpedoes (Water compartment condemned in accordance with BuOrd Circular Letter T3-45) for two in ready condition with DesPac Torpedo Shop. 1400 ComDesPac Medical Officer and staff made sanitation inspection of ship. 1500 Commanding Officer and officers concerned witnessed CIC demonstration at Fleet Radar Center, Camp Catlin. 1700 Received replacement service ammunition and target ammunition for shore bombardment exercise from NAD, West Loch, Oahu, T.H.

Zone Plus 9 1/2

21 Feb - 0650 Underway in company U.S.S. DREXLER in accordance ComDesPac confidential letter 201814 of February 1945 for shore bombardment exercise and AA firing. MASSEY and DREXLER are to rendezvous with MORRISON off Smugglers Cove, Kahoolawe Island, T.H., then conduct scheduled shore bombardment exercise in that area. OTC is Commanding Officer, U.S.S. MASSEY. 0714 Exercised crew at General Quarters conducting simulated shore bombardment on Oahu while proceeding to sea. 1020 Fired scheduled AA practice at sleeves towed by planes. Ammunition expended:

- 107 rounds 5"/38 AA Common
- 107 rounds 5"/38 SPDN 6740
- 107 rounds SPDN 4898 smokeless powder
- 570 rounds 40MM HEI
- 680 rounds 20MM HEI

1230 Rendezvoused with U.S.S. MORRISON. 1335 Commenced firing shore bombardment. 1935 Commenced firing night phases of shore bombardment. 2212 Secured from night phase of shore bombardment and formed up for conduct of night motor torpedo boat attack exercise. Formed destroyers (MASSEY, DREXLER, MORRISON) in scouting line, and maneuvered on various courses and at various speeds to repel MTB attack, simulating gunfire with searchlights. 2305 Secured from MTB attack exercise. Formed destroyers in scouting line and operated in assigned areas off Kahoolawe Island during night.

During the day a small clattering noise in the reduction gear of #1 main turbo generator which grew steadily worse was noted. Permission was requested by dispatch from ComDesPac to break off scheduled exercises at 1100, 22 February 1945, and proceed to Pearl Harbor where a manufacturer's representative might examine the faulty gear and corrective action might be instituted at once. Ammunition expended:

- 45 rounds 5"/38 AA Common
- 46 rounds 5"/38 SPDN 4898 powder
- 1 round 5"/38 white phosphorus
- 576 rounds 40MM HEI
- 120 rounds 20MM HEI

5

CONFIDENTIAL

U.S.S. MASSEY (DD-778)

DD778/ A12-1 (056)

WAR DIARY

1-27 February 1945.

21 Feb - (Cont'd).

POSITIONS:	Latitude	Longitude	Zone Des.
0800	21° 15.4'N	157° 55.6'W	Plus 9½
1200	20° 42'N	157° 30'W	
2000	20° 26'N	157° 02'W	

22 Feb - Steaming in company from right to left, U.S.S. MASSEY (OTC) Guide, U.S.S. DREXLER, and U.S.S. MORRISON, ships in scouting line, bearing 090° from guide, base course 180°(T), speed 15 knots, zigzagging in accordance ZigZag Plan 6, Southwest of Kahoolawe Island, proceeding to area to conduct shore bombardment exercise on Kahoolawe Island; How Hour set at 0830. 0735 U.S.S. MORRISON commenced neutralization fire on designated area in Kahoolawe Island. 0744 U.S.S. MASSEY in fire support area one, commenced firing prearranged neutralization fire on designated area on Kahoolawe Island, then proceeded to fire other phases as directed. 0833 Two K-gun depth charge projectors set on safe were fired at Lat. 20° 30.5'N, Long. 156° 43'W, by reason of ^{conclusion}percussion of mount 3 firings either flattening depth charge projector protective cover over firing lock or shock jamming impulse charges against firing pin. 1115 Completed firing of all shore bombardment exercises. 1124 Proceeding independently enroute Pearl Harbor. 1558 Moored alongside U.S.S. ZELLARS at Buoy D-2 in Pearl Harbor. Westinghouse representative came aboard to examine defective turbo-generator and recommended yard repairs. ComDesPac Material Officer consulted and sent men from U.S.S. ALCOR who lifted reduction gear casing and attempted to effect repairs. Slight misalignment or "wobble" of pinion shaft appeared in evidence. 1725 Received aboard following passengers for transportation to next destination: 15 Marines, enlisted; 3 Naval, enlisted; 3 Naval Officers. 1730 Topped off fuel oil. Ship is to delay until repairs to generator completed, not later than 1800 tomorrow, 23 February, by authority CinCPac, then to catch up with Task Unit 12.5.8.

Ammunition expended:

- 91 rounds 5"/38 AA Common
- 67 rounds 5"/38 SPDN 6740
- 24 rounds reduced velocity powder.

POSITIONS:	Latitude	Longitude
0800	20°-28'N	156°-44'W
1200	20°-29.5'N.	156°-55.8'W.
2000	Moored Buoy D-2 Middle Loch, Pearl Harbor, T.H.	

Zone Plus 9½

23 Feb - Work on #1 generator continued. Completed loading replacement 20MM and 40MM ammunition. Test run on #1 generator; bearing still runs hot. Micrometer and feeler gages show pinion .00125 out of alignment. Decided by Commanding Officer and ComDesPac Material Officer to proceed to next destination and request tender availability there if generator performance unsatisfactory. 1433 Underway in accordance CinCPac secret dispatch 202131 of February. Proceeding at 25 knots upon leaving channel to intercept and join CTU 12.5.8. 2140 Reported for duty to CTU 12.5.8 (Admiral Sample,

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U.S.S. MASSEY (DD-778)

DD778/ AL2-1 (056)

WAR DIARY

1-27 February 1945.

23 Feb - ComCarDiv 22 in U.S.S. SUWANEE (CVE 27), Flagship.) TU 12.5.8 composed of U.S.S. SUWANEE (CVE 27), U.S.S. CHENANGO (CVE 28), U.S.S. MASSEY (DD 778), U.S.S. DREXLER (DD 741). MASSEY took station 1 in screening disposition 52, of USF (10)A, (Comdr. C.W. Aldrich, Commanding Officer, U.S.S. MASSEY is ComScreen), DREXLER station #2 in screen. U.S.S. SUWANEE in station #1 of main body is fleet guide, U.S.S. CHENANGO is in station #2. Main body in column SUWANEE (Guide). Fleet course 226°(T), fleet speed 18 knots. Zig-zagging in accordance Zigzag plan #6. Operating accordance ComCarDiv22 Movement Order 2-45.

POSITIONS:	Latitude	Longitude
0800	Moored berth D-2, Middle Loch, Pearl Harbor, T.H.	
1200	Moored berth D-2, Middle Loch, Pearl Harbor, T.H.	
2000	19° 38.4'N	158° 52.5'W

Zone Plus 9½

24 Feb - Task Unit 12.5.8 formed cruising disposition 5-R, U.S.S. MASSEY in station #1 of screening disposition 52. 1102 Conducted ComCarDiv 22 Training Exercise C-1 (Burst practice). Acted as plane guard during launching and recovery of planes. 1700 Set clocks to zone plus 10½.

Ammunition expended:

- 5 rounds 5"/38 AA Common
- 5 rounds 5"/38 powder SPDN 4898
- 208 rounds 40MM HEIT
- 60 rounds 20MM HEI

POSITIONS:	Latitude	Longitude
0800	17° 02.8'N	161° 32.5'W
1200	16° 28.2'N	162° 26'W
2000	14° 58.7'N	164° 19'W

Zone Plus 10½

25 Feb - Fired automatic weapons at sleeve towed by plane. 1700 Changed to zone plus 11. Ammunition expended:

- 350 rounds 40MM HEIT
- 960 rounds 20MM HEI

POSITIONS:	Latitude	Longitude
0800	13° 30.5'N	167° 28.2'W
1200	12° 48.3'N	168° 20.2'W
2000	12° 04.5'N	170° 30.2'W

Zone Plus 11

26 Feb - MASSEY and DREXLER fueled from SUWANEE and CHENANGO respectively. 1312 Fired main battery and automatic weapons at sleeve. 1458 CHENANGO plane crashed - all of crew rescued by DREXLER.

Ammunition expended:

- 40 rounds 5"/38 AA Common NO SPDN 4898
- 640 rounds 40MM HEI
- 1200 rounds 20MM HEIT

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U.S.S. MASSEY (DD-778)

DD778/ AL2-1 (056)

WAR DIARY

1-27 February 1945.

26 Feb - (Cont'd)

POSITIONS:

	Latitude	Longitude
0800	10° 43'N	173° 48.7'W
1200	10° 19.8'N	174° 45.6'W
2000	09° 21.6'N	176° 44.4'W

Zone Plus 11½

27 Feb - 0832 Plane from U.S.S. CHENANGO crashed, DREXLER left formation rescued all crew and returned to position. 1348 Fired main battery at sleeve on AABP "BAKER" and "GEORGE" runs. 1700 Set clocks to zone plus 12 time. 2400 Set clocks to zone minus 12 time.

Ammunition expended:

- 90 rounds 5"/38 AA Common
- 90 rounds 5"/38 powder SPDN 489B

POSITIONS:

	Latitude	Longitude
0800	07° 51.5'N	179° 52.6'W
1200	07° 15'N	178° 55.9'E
2000	06° 37'N	177° 36.5'E

Crossed 180th Meridian this date - Zone time minus 12.

8

U.S.S. MASSEY (DD-778)

375-34

Reg. No.	159
R. & No.	

15 April 1945.

DD778/A12-1 (872)
DECLASSIFIED
CONFIDENTIAL

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.

Subject: War Diary for Month of March, submission of.

Reference: (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
(b) Arts, 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) ALNav 176 of 1943.
(d) PacFlt ltr 10L-43.
(e) PacFlt conf. ltr 10L-45.

Received

Enclosure: (A) War Diary, U.S.S. MASSEY (DD778) for month of March 1945.

1. In accordance with references (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH.

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35

U.S.S. MASSEY (DD-778)

DD778/A12-1 (072)

WAR DIARY

1-31 March 1945.

CONFIDENTIAL

1 Mar - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of the Destroyers, Pacific Fleet, of the United States Navy. At 0000 1 March 1945 operating in compliance with CinCPac secret dispatch 202131 of February 1945 and in accordance with ComCarDiv 22 Movement Order 1-45, the U.S.S. MASSEY is attached to Screen of Task Unit 12.5.8 proceeding enroute Pearl Harbor, T.H., to Guadalcanal Area, B.S.I. OTC is Rear Admiral W.D. Sample, U.S. Navy, C.T.U. 12.5.8, in U.S.S. SUWANEE (CVE27). ComScreen is Commander Charles W. Aldrich, U.S. Navy, in U.S.S. MASSEY. Task Unit is in cruising disposition 5 "R" of USF 10-A. Fleet axis is 230°(T). U.S.S. MASSEY in station #1 of screening disposition 52 of USF 10-A. Steaming at 18 knots (168RPM) on course 226°(T) and pgc, 204° ptgc. Condition of readiness II and material condition "Baker" set. 0901 Plane crashed off port bow of SUWANEE; MASSEY left station, rescued all personnel, then rejoined formation. 0945 Fired automatic weapons at towed sleeve.

Ammunition expended:

387 rounds HEIT 20MM
753 rounds HEI 20MM
200 rounds HEIT 40MM
600 rounds HEI 40 MM

Positions	Latitude	Longitude	
0800	04°49'N	174°20'E	
1200	04°43'N	173°49'E	
2000	02°58'N	172°14.6'E	Time zone -11

2 Mar - Exercised crew at General Quarters for plane launchings and damage control problem. Screen fueled by carriers. 1306 Went alongside U.S.S. SUWANEE (CVE27) and transferred aviation personnel, previously recovered from plane crash, by breeches buoy.

Positions	Latitude	Longitude	
0800	00°22'S	169°23.5'E	
1200	00°18'S	168°30.5'E	
2000	01°41.1'S	167°01'E	Time zone -11

3 Mar - Proceeding enroute Pearl Harbor to Guadalcanal Area in screen of T.U. 12.5.8. Carriers exercising in flight training and patrol operations. Exercised crew at General Quarters and fired all batteries at sleeve towed by plane on "Baker", "George" and "Tare" runs.

Ammunition expended:

42 rounds 5"/38 AA common
42 rounds 5"/38 SPDN 4898 powder
702 rounds 40MM HEI and HEIT
790 rounds 20MM HEI and HEIT

U.S.S. MASSEY (DD-778)

DD778/A12-1 (872)

WAR DIARY

1-31 March 1945.

CONFIDENTIAL

1 Mar - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of the Destroyers, Pacific Fleet, of the United States Navy. At 0000 1 March 1945 operating in compliance with CinCPac secret dispatch 202131 of February 1945 and in accordance with ComCarDiv 22 Movement Order 1-45, the U.S.S. MASSEY is attached to Screen of Task Unit 12.5.8 proceeding enroute Pearl Harbor, T.H., to Guadalcanal Area, B.S.I. OTC is Rear Admiral W.D. Sample, U.S.Navy, C.T.U. 12.5.8, in U.S.S. SUWANEE (CVE27). ComScreen is Commander Charles W. Aldrich, U.S. Navy, in U.S.S. MASSEY. Task Unit is in cruising disposition 5 "R" of USF 10-A. Fleet axis is 230°(T). U.S.S. MASSEY in station #1 of screening disposition 52 of USF 10-A. Steaming at 18 knots (168RPM) on course 226°(T) and pgc, 204° pstgc. Condition of readiness II and material condition "Baker" set. 0901 Plane crashed off port bow of SUWANEE; MASSEY left station, rescued all personnel, then rejoined formation. 0945 Fired automatic weapons at towed sleeve.
 Ammunition expended:

- 387 rounds HEIT 20MM
- 753 rounds HEI 20MM
- 200 rounds HEIT 40MM
- 600 rounds HEI 40 MM

Positions	Latitude	Longitude	
0800	04°49'N	174°20'E	
1200	04°43'N	173°49'E	
2000	02°58'N	172°14.6'E	Time zone -11

2 Mar - Exercised crew at General Quarters for plane launchings and damage control problem. Screen fueled by carriers. 1306 Went alongside U.S.S. SUWANEE (CVE27) and transferred aviation personnel, previously recovered from plane crash, by breeches buoy.

Positions	Latitude	Longitude	
0800	00°22'S	169°23.5'E	
1200	00°18'S	168°30.5'E	
2000	01°41.1'S	167°01'E	Time zone -11

3 Mar - Proceeding enroute Pearl Harbor to Guadalcanal Area in screen of T.U. 12.5.8. Carriers exercising in flight training and patrol operations. Exercised crew at General Quarters and fired all batteries at sleeve towed by plane on "Baker", "George" and "Tare" runs.
 Ammunition expended:

- 42 rounds 5"/38 AA common
- 42 rounds 5"/38 SPDN 4898 powder
- 702 rounds 40MM HEI and HEIT
- 790 rounds 20MM HEI and HEIT

U.S.S. MASSEY (DD-778)

DD778/AL2-1 (672)

WAR DIARY

1-31 March 1945.

CONFIDENTIAL

3 Mar - (Cont'd)

Positions	Latitude	Longitude	
0800	03°39'S	164°48'E	
1200	04°29'S	163°49'E	
2000	06°04.7'S	162°18.7'E	Time zone -11

4 Mar - Approached Florida Island, B.S.I., screened entry of Task Unit 12.5.8 into Tulagi Harbor. 1305 U.S.S. MASSEY (DD778) and U.S.S. DREXLER (DD741) detached from duty with Task Unit 12.5.8 to proceed independently to Port Purvis. Effected transfer of passenger personnel. 1810 Received orders from C.T.U. 51.11.3 (Rear Admiral W.D. Sample, U.S. Navy) in U.S.S. SUWANEE (CVE27) to get underway and join TU 51.11.3 main body outside Tulagi Harbor. 1900 Underway enroute to rendezvous in accordance with CTU 51.11.3 secret despatch 040610 of March 1945 and operating in accordance ComPhibGroup Four, Training Order A-401-45 enroute to rendezvous for TF 51 amphibious operations rehearsal on Guadalcanal Island. Main body of T.U. 51.11.3 in column. Screen in screening disposition 52 of USF 10-A. ComScreen is Commander Charles W. Aldrich, U.S. Navy, in U.S.S. MASSEY (DD778) station 1. Rear Admiral W.D. Sample, U.S. Navy, in U.S.S. SUWANEE (CVE27), Flagship, is C.T.U. 51.11.3. OPC of Task Group 51.11 is ComPhibGroup Four, Rear Admiral Reifsnider, U.S. Navy, in U.S.S. PANAMINT (AGC-13), Flagship.

Positions	Latitude	Longitude	
0800	08°13.2'S	160°21.3'E	
1200	09°32.4'S	159°56.5'E	
2000	09°10.2'S	160°08'E	Time zone -11

5 Mar - Operating in screen of T.U. 51.11.3 in area west of Guadalcanal in accordance ComPhibGroup Four Training Order A-401-45. TU 51.11.3 is furnishing air support in landing rehearsals on Guadalcanal. Fueled ship from U.S.S. SUWANEE and passed mail. Acted as plane guard and screening vessel for carrier operations.

Positions	Latitude	Longitude	
0800	09°50.1'S	158°48.3'E	
1200	09°32.8'S	159°07.3'E	
2000	10°04.4'S	159°09.3'E	Time zone -11

6 Mar - Operating in accordance ComPhibGroup Four training order A-401-45 acting as screen and plane guard for carriers. Exercised crew at General Quarters and damage control drills. 1200 Task Unit 51.11.3 ceased operating in accordance with ComPhibGroup Four Training Order A-401-45, having completed its designated exercises and proceeded independently to Tulagi Harbor.

U.S.S. MASSEY (DD-778)

DD778/A12-1 (072)

WAR DIARY

1-31 March 1945.

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6 Mar - (Cont'd)

1447 U.S.S. CHENANGO (CVE28) and U.S.S. SUWANEE (CVE27) having entered Tulagi Harbor, U.S.S. DREXLER and U.S.S. MASSEY proceeded into Port Purvis, fueled, then moored to Buoy 31. Made arrangements for U.S.S. SIERRA (ADL8) to effect repairs on #1 Turbo-generator.

Positions	Latitude	Longitude	
0800	09°37.2'S	159°00.4'E	
1200	09°06.2'S	159°36.4'E	
2000	Moored to Buoy 31, Port Purvis.		Time zone -11

7-13 Mar - Moored at Buoy 31, Port Purvis, Florida, B.S.I., completing logistics and general preparations for operation with TF 51. U.S.S. SIERRA (ADL8) repair personnel effecting repairs to #1 Turbo-generator reduction gears and bearings. MASSEY is attached to T.U. 51.11.3 which will sortie on or about 14 March 1945. On 13 March a test run of #1 Turbo generator shows reduction gear operation still unsatisfactory. Generator placed in standby condition. Ship's force will attempt further repairs.

Position	Moored Buoy 31, Port Purvis.	Time zone -11
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14 Mar - Underway from Berth 31, Purvis Bay, Florida Island, in accordance C.T.U. 51.11.3 Movement Order 2-45 with DREXLER (DD741) and RINGNESS (APD100), formed screen for sortie of U.S.S. SUWANEE (CVE27) and U.S.S. CHENANGO (CVE28) from Tulagi Harbor. 1209 Task Unit 51.11.3 of which Rear Admiral W.D. Sample, U.S. Navy, in U.S.S. SUWANEE (CVE27), Flagship, is ComTaskUnit and OTC is proceeding in accordance ComCarDiv 22 Movement Order 2-45 enroute Guadalcanal Area to Ulithi Islands, W.C.I. Carriers in cruising disposition 5R of USF 10-A. Destroyers in screening disposition 53 of USF 10-A. Commander C.W. Aldrich, U.S. Navy, in U.S.S. MASSEY is ComScreen. MASSEY is in station 1 of screen. Carriers took air groups on board. Operating in area of Iron Bottom Bay and The Slot covering embarkation of troops and sortie of Transport Group "Able" and "Baker" of TF 51.11.

Positions	Latitude	Longitude	
0800	Moored Buoy 31, Port Purvis.		
1200	09°10'S	160°11.1'E	
2000	08°29.5'S	158°56.4'E	Time zone -11

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U.S.S. MASSEY (DD-778)

DD778/AL2-1 (072)

WAR DIARY

1-31 March 1945.

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15 Mar - Operating in screen of T.U. 51.11.3 in Iron Bottom Sound Area, B.S.I., while planes of T.U. 51.11.3 cover embarkation and sortie of Transport Group "Able" and "Baker" from Guadalcanal Area. Took departure from Guadalcanal Area and rendezvoused with Transport Groups "Able" and "Baker" of TF 51.11. Enroute Guadalcanal area to Ulithi Islands, T.U. 51.11.3 furnishing air coverage and anti-submarine patrol for Transport Groups.

Positions	Latitude	Longitude	
0800	08°45'S	159°41'E	
1200	08°08.8'S	160°23'E	
2000	07°25.5'S	159°41'E	Time zone -11

16 Mar - Enroute Guadalcanal area to Ulithi Islands. Carriers conducting routine patrol and flight operations. 1700 Changed clocks to zone -10 time.

Positions	Latitude	Longitude	
0800	05°35.5'S	158°14'E	
1200	04°35'S	157°58'E	
2000	03°12.8'S	156°55'E	Time zone -10.

17 Mar - Proceeding in screen of T.U. 51.11.3 enroute Guadalcanal area to Ulithi Islands.

Positions	Latitude	Longitude	
0800	01°35.5'S	154°37'E	
1200	01°05'S	154°06'E	
2000	00°42.1'S	151°59.5'E	Time zone -10

18 Mar - Enroute Guadalcanal area to Ulithi Islands in screen of T.U. 51.11.3. Carriers conducting routine flight and patrol operations. Screen refueled from carriers.

Positions	Latitude	Longitude	
0800	00°03.5'N	149°26.5'E	
1200	00°31'N	148°47'E	
2000	01°13.5'N	147°27.5'E	Time zone -10.

19 Mar - In screen of T.U. 51.11.3 enroute Guadalcanal to Ulithi Islands. Carriers conducting routine flight and patrol operations. 1000 Exercised crew at General Quarters and conducted AA firing on towed sleeves. Ammunition expended:

- 6 rounds 5"/38 AA common
- 6 rounds 5"/38 SPDN 6740 powder
- 530 rounds 40MM HEI and HEIT
- 1480 rounds 20MM HEI and HEIT

U.S.S. MASSEY (DD-778)

DD778/AL2-1 (072)

1-31 March 1945.

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19 Mar - (Cont'd)

Positions	Latitude	Longitude	
0800	02°21'N	145°42.5'E	
1200	02°45'N	145°05'E	
2000	03°31'N	143°46'E	Time zone -10

20 Mar - Enroute Guadalcanal to Ulithi in screen of T.U. 51.11.3. Carriers conducting routine flight and patrol operations. 1058 Fired automatic weapons at towed sleeve on "George" and "Uncle" runs. Ammunition expended:

1051 rounds 40MM
1817 rounds 20MM

Positions	Latitude	Longitude	
0800	04°54.5'N	142°01'E	
1200	05°38.5'N	141°30'E	
2000	06°43.2'N	140°44'E	Time zone -10

21 Mar - Enroute Guadalcanal to Ulithi Islands in screen of T.U. 51.11.3. 1138 Screened entrance of carriers into Ulithi Harbor, then reported to ComScreen of Transport Groups "Able" and "Baker" and screened entrance of transports. 1625 Entered Mugai Channel. 1810 Anchored in Berth 322, South Anchorage, Ulithi Islands, W.C.I.

Positions	Latitude	Longitude	
0800	08°38'N	139°35'E	
1200	09°51'N	139°45'E	
2000	Anchored Berth 322, South Anchorage, Ulithi Islands.		Time zone -10

22 Mar - Anchored in Berth 322, South Anchorage, Ulithi Islands. Completing logistics. U.S.S. PRAIRIE (AD15) sent personnel to assist in repairs to #1 Turbo-generator. 1953 Sounded General Quarters when air flash "Red" broadcast by SOPA. 2023 Secured from General Quarters upon receipt of air flash "White".

Time zone-10

23 Mar - Anchored in Berth 322, South Anchorage, Ulithi Islands. 1035 Underway, fueled from SEPULGA (AO-20), then reanchored in Berth 322.

Time zone-10

24 Mar - Anchored in Berth 322, South Anchorage, Ulithi Harbor. 0639 Underway for Northern Anchorage, Ulithi Islands, to draw ammunition for MASSEY

U.S.S. MASSEY (DD-778)

DD778/ A12-1 (072)

WAR DIARY

1-31 March 1945.

CONFIDENTIAL

24 Mar - (Cont'd)

and DREXLER. Drew 240 rounds 5"/38 white phosphorous projectiles, 240 rounds 5"/38 powder SPDN 6499, and 216 rounds Mark 29 Mod. 3 5"/38 fuzes from USS AUTAUGA and returned to South Anchorage, Berth 322. 1745 U.S.S. DREXLER (DD741) moored alongside to port. Transferred to U.S.S. DREXLER 120 rounds WP projectiles, 120 rounds 5"/38 powder SPDN 6499, and 96 5"/38 Mark 29 Mod. 3 fuzes. Received from U.S.S. DREXLER (DD741) 100 boxes APT 40MM, 100 boxes HEI 20MM common ammunition.

Time zone -10

25 Mar - Anchored in Berth 322, South Anchorage, Ulithi Islands. Repairs to #1 Turbo-generator by ship's force and U.S.S. PRAIRIE fairly satisfactory. Generator being operated with only small amount vibration and noise evident. Generator returned to operative status in view of future scheduled operations.

Time zone -10

26 Mar - Anchored in Berth 322, South Anchorage, Ulithi Islands. Topped off fuel oil from U.S.S. METCALF (DD595). Made final preparations for getting underway for sea.

Time zone -10

27 Mar - Anchored in Berth 322, South Anchorage, Ulithi Islands. 0755 Underway operating in accordance ComCarDiv 22 Top Secret OpOrder 1-45 and ComPhibsPac Top Secret OpPlan A1-45 in screen of T.U. 51.11.3, and proceeded out of Ulithi Harbor. 1120 In accordance with Appendix III, Annex C, of ComCarDiv 22 Movement Order 2-45 formed scouting line with U.S.S. DREXLER (DD741), U.S.S. METCALF (DD595), and U.S.S. COLE (DE641) and screened sortie of U.S.S. SUWANEE (CVE27) and U.S.S. CHENANGO (CVE28). ComTaskUnit 51.11.3 is Rear Admiral W.D. Sample, U.S. Navy, in U.S.S. SUWANEE (CVE27), Flagship. ComScreen is Commander Charles W. Aldrich, U.S. Navy, in U.S.S. MASSEY (DD778). Upon completion of sortie carriers formed in cruising disposition "5-R" with axis 000, screen assumed screening disposition 54 of USF 10-A. 1240 Held General Quarters for firing at towed sleeve.

Ammunition expended:

80 rounds 5"/38 AA common
 80 rounds 5"/38 SPDN 6740 powder
 830 rounds 40MM HEI and HEIT
 1560 rounds 20MM HEI and HEIT

Positions	Latitude	Longitude	
0800	Berth 322, South Anchorage, Ulithi Islands.		
1200	09°59'N	139°55.3'E	
2000	10°41.6'N	139°37.6'E	Time zone -10

U.S.S. MASSEY (DD-778)

DD778/ A12-1 (072)

WAR DIARY

1-31 March 1945.

CONFIDENTIAL

28 Mar - Enroute Ulithi Islands to Okinawa Shima of the Nansei Shoto in accordance ComCarDiv 22 Top Secret Movement Order 2-45. Carriers conducting routine flight and patrol operations furnishing air cover for Transport Groups "Able" and "Baker" of TG 51.11. 1025 Fired automatic weapons at towed sleeve. 1700 Set clocks to zone minus 9 time.

Ammunition expended:

245 rounds 20MM HEI and HEIT
210 rounds 40MM HEI and HEIT

Positions	Latitude	Longitude	
0800	12°31.5'N	138°16'E	
1200	13°16'N	137°39'E	
2000	14°13'N	136°57.2'E	Time zone -9

29 Mar - Enroute Ulithi Islands, W.C.I., to Okinawa Shima, Nansei Shoto, in screen of T.U. 51.11.3

Positions	Latitude	Longitude	
0800	16°02.5'N	135°40'E	
1200	17°03'N	135°21'E	
2000	18°12'N	134°29'E	Time zone -9

30 Mar - Enroute Ulithi Islands to Okinawa Shima of the Nansei Shoto, in screen of Task Unit 51.11.3. 1018 Task Unit 51.11.3 made rendezvous with Task Unit 51.13.3. Task Unit 51.13.3 dissolved and became part of Task Unit 51.11.3 of which Rear Admiral W.D. Sample, U.S. Navy, in U.S.S. SUWANEE (CVE27), Flagship, is Task Unit Commander and OTC. Screen augmented by screen of former T.U. 51.13.3 and consists of eleven ships. ComDesDiv 89 (Captain J.C. Daniels, U.S. Navy) in U.S.S. FULLAM (DD474) is ComScreen. Carriers in cruising disposition "5-R". Screen in screening disposition 58 of USF. 10-A, MASSEY in station #6. Proceeding enroute to Okinawa Shima. 1245 Fueled all screening vessels from carriers. 1818 MASSEY and W.C. COLE ordered to conduct search for pilot of fighter plane which crashed from SANTEE. Results negative, rejoined formation in former screening station.

Positions	Latitude	Longitude	
0800	19°42'N	132°46'E	
1200	20°28.5'N	132°31.3'E	
2000	21°30.8'N	131°37.5'E	Time zone -9

31 Mar - Enroute Ulithi Islands, W.C.I., to Okinawa Shima, Nansei Shoto of Japan, in screen of T.U. 51.11.3

Positions	Latitude	Longitude	
0800	23°56'N	129°59'E	
1200	24°50'N	129°17'E	
2000	25°42'N	128°30'E	Time zone -9

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ENCLOSURE (A)

U.S.S. MASSEY (DD-778)

Reg. No. 194

R. S. No.

10 May 1945.

DD778/A12-1 (077)

DECLASSIFIED
~~CONFIDENTIAL~~

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.

Subject: War Diary for Month of April, submission of.

Reference: (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) A1Nav 176 of 1943.
(d) PacFlt ltr 10L-43.
(e) PacFlt conf. ltr 10L-45.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of April 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH.

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U.S.S. MASSEY (DD-778)

CONFIDENTIAL

DD778/

WAR DIARY FOR APRIL 1945

1 April - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of Destroyers, Pacific Fleet, of the U.S. Navy. At 0000 1 April 1945 operating in accordance with ComCarDiv 22 Top Secret Operation Order 1-45 and ComHibisPac Top Secret Operation 1-1-45. The U.S.S. MASSEY is in the screen of Task Unit 52.1.3 which is enroute from Ulithi, W.C.I., approaching Okinawa China of the Hansai Shoto, Japan, from the southeast and is scheduled to furnish aerial support to landing operations. ComTaskUnit 52.1.3 is Rear Admiral W.D. Sample, U.S. Navy, ComCarDiv 22, in U.S.S. SUWANEE (Flagship). ComScreen is CTU 52.1.32, Captain J.C. Daniels, U.S. Navy, ComDocDiv 89, in U.S.S. FULLER (DD474). Task Unit 52.1.3 is comprised of: the main body, which includes: the U.S.S. SUWANEE (CVE26), U.S.S. CANTONCO (CVE27), U.S.S. SALTER (CVE28) and U.S.S. STELLER BAY (CV237); and the screen which is comprised of: U.S.S. FULLER (DD474), U.S.S. MASSEY (DD778), U.S.S. BREXLER (DD741), U.S.S. METCALF (DD995), U.S.S. GUEST (DD472), U.S.S. W.C. COLE (DE641), and U.S.S. BUTLER (DE339). Main body is in cruising formation 5-R, screening vessels are in circular screen, MASSEY in station #6. Since this operation is so close to the Japanese main Islands of Kyushu and Honshu it is expected that there may be considerable opposition from the enemy air and submarine forces, and possible surface opposition. 0515 Hold General Quarters for dawn alert, while carriers launched planes for first strike. At 0751 the STELLER BAY departed from Task Unit 52.1.3 and proceeded to join Task Unit 52.1.1. At 0829 the U.S.S. SAMPSON (CVE26) joined the main body of Task Unit 52.1.3 while its escorts, the U.S.S. FLEMING (DE32), U.S.S. TIDALE (DE33), U.S.S. EGGLE (DE34), and U.S.S. SEDENSTROM (DE31) joined the screen. Screen now composed of eleven ships, MASSEY in station #5 of circular screen. In screen of escort carriers task unit in area southeast of Okinawa carry out aircraft operations, carriers supplying aircraft for support of landing operations, for combat air patrols and for anti-submarine patrol. Enhanced crew at General Quarters when unidentified aircraft approached, evidently for reconnaissance purposes.

	Latitude	Longitude	Zone Dos.
0800	25° 36.4' N	127° 20' E	minus 9
1200	25° 40' N	127° 21.5' E	
2000	25° 44' N	128° 03' E	

2 April - Operating off southern coast of Okinawa China in screen of Task Unit 52.1.3 which is conducting flight operations in support of landing operations on Okinawa. At 1831 the SEDENSTROM, FLEMING and EGGLE left the screen to report to C.T.U. 52.1.1.

	Latitude	Longitude	Zone Dos.
0800	25° 22' N	127° 42.5' E	minus 9
1200	25° 29' N	128° 05.8' E	
2000	25° 40' N	128° 27' E	

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CONFIDENTIAL

U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY FOR APRIL 1945

1 April - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of Destroyers, Pacific Fleet, of the U.S. Navy. At 0000 1 April 1945 operating in accordance with ComCarDiv 22 Top Secret Operation Order 1-45 and ComFltsPac Top Secret Operation 1-1-45. The U.S.S. MASSEY is in the screen of Task Unit 52.1.3 which is enroute from Ulithi, U.C.I., approaching Okinawa China of the Hanso Shoto, Japan, from the southeast and is scheduled to furnish aerial support to landing operations. ComTaskUnit 52.1.3 is Rear Admiral W.D. Sample, U.S. Navy, ComCarDiv 22, in U.S.S. SUWANEH (Flagship). ComScreen is CTU 52.1.32, Captain J.C. Daniels, U.S. Navy, ComDecDiv 89, in U.S.S. FULLAM (DD474). Task Unit 52.1.3 is comprised of: the main body, which includes: the U.S.S. SURABEE (CVE26), U.S.S. CHESTERMOORE (CVE27), U.S.S. SUTTEE (CVE20) and U.S.S. STELLER BAY (CVES7); and the screen which is comprised of: U.S.S. MELLAN (DD474), U.S.S. MASSEY (DD778), U.S.S. DREXLER (DD741), U.S.S. KETCHUM (DD595), U.S.S. TRUST (DD472), U.S.S. W.C. COLE (DE641), and U.S.S. BUTLER (DE339). Main body is in cruising formation 5-R, screening vessels are in circular screen, MASSEY in station #6. Since this operation is so close to the Japanese main islands of Kyushu and Honshu it is expected that there may be considerable opposition from the enemy air and submarine forces, and possible surface opposition. 0515 Held General Quarters for dawn alert, while carriers launched planes for first strike. At 0751 the STELLER BAY departed from Task Unit 52.1.3 and proceeded to join Task Unit 52.1.1. At 0829 the U.S.S. SAMPSON (CVE26) joined the main body of Task Unit 52.1.3 while its escorts, the U.S.S. FLEMING (DE32), U.S.S. TIDWELL (DE33), U.S.S. EISLE (DE34), and U.S.S. SEDENSTROM (DE31) joined the screen. Screen now composed of eleven ships, MASSEY in station #5 of circular screen. In screen of escort carriers task unit in area southeast of Okinawa carry out aircraft operations, carriers supplying aircraft for support of landing operations, for combat air patrols and for anti-submarine patrol. Exercised crew at General Quarters when unidentified aircraft approached, evidently for reconnaissance purposes.

	Latitude	Longitude	Zone Des.
0800	25° 36.4' N	127° 29' E	minus 9
1200	25° 40' N	127° 21.5' E	
2000	25° 44' N	128° 03' E	

2 April - Operating off southern coast of Okinawa China in screen of Task Unit 52.1.3 which is conducting flight operations in support of landing operations on Okinawa. At 1831 the SEDENSTROM, FLEMING and EISLE left the screen to report to C.T.U. 52.1.1.

	Latitude	Longitude	Zone Des.
0800	25° 22' N	127° 42.5' E	minus 9
1200	25° 29' N	128° 05.8' E	
2000	25° 40' N	128° 27' E	

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WAR DIARY FOR APRIL 1945

3 April - Continued operating with carriers off southern coast of Okinawa Shima. At 1547 the FLEMING rejoined the screen, and at 1843 the EISELE and SEDERSTROM rejoined the screen.

	Latitude	Longitude	Zone Des.
0800	25° 12'N	128° 09'E	minus 9
1200	25° 39'N	128° 13'E	
2000	25° 22'N	128° 09.8'E	

4 April - Continued operating in carrier screen while carriers support landing operations on Okinawa Shima. At 1426 test fired automatic weapons, having expended the following amounts of ammunition: 136 rounds 20mm, 86 rounds of 40mm.

	Latitude	Longitude	Zone Des.
0800	25° 10.5'N	128° 20.7'E	minus 9
1200	25° 41'N	128° 03'E	
2000	25° 32'N	128° 08'E	

5 April - Operating in screen of Task Unit 52.1.3 which is conducting flight operations in support of Okinawa landings. At 0701 fueled to capacity from U.S.S. SANGRE (CVE29).

	Latitude	Longitude	Zone Des.
0800	25° 10.5'N	128° 20.7'E	minus 9
1200	25° 41'N	128° 03'E	
2000	25° 32'N	128° 08'E	

6 April - Operating in screen of Task Unit 52.1.3 off southeast coast of Okinawa Shima. At 1517 SEDERSTROM and EISELE left Task Unit 52.1.3 to proceed on mission assigned. Several times each day unidentified planes approach. Some are identified as friendly B24's, while others appear to be enemy reconnaissance planes flying at speeds up to 300 knots.

	Latitude	Longitude	Zone Des.
0800	25° 14'N	128° 26'E	minus 9
1200	25° 29'N	128° 47'E	
2000	25° 35'N	128° 05'E	

7 April - Operating in carrier screen off southeast coast of Okinawa Shima. During morning fueled from SANGAMON and delivered various gear from CHIANGO to SANGAMON.

	Latitude	Longitude	Zone Des.
0800	24° 55'N	127° 30'E	minus 9
1200	25° 23'N	127° 56'E	
2000	25° 38'N	128° 41'E	

8 April - Operating in screen of C.T.U. 52.1.3 off southeast coast of Okinawa. At 1808 SEDERSTROM and EISELE rejoined screen.

	Latitude	Longitude	Zone Des.
0800	24° 30'N	127° 24'E	minus 9
1200	24° 45.8'N	127° 55.5'E	
2000	25° 07'N	128° 11'E	

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WAR DIARY FOR APRIL 1945

9 April - Steaming off southeast coast of Okinawa in screen of Task Unit 52.1.3. MASSEY was informed that she would proceed to Kerama Retto with SUMNER, SEEDSTROM, and EISELE on the evening of the tenth for replenishment of fuel, ammunition, and provisions.

	Latitude	Longitude	Zone Des.
0800	25° 01'N	126° 58'E	minus 9
1200	25° 24'N	127° 07'E	
2000	25° 02.5'N	127° 17'E	

10 April - In screen of Task Unit 52.1.3 operating off southeast coast of Okinawa in support of landing operations on Okinawa. 1358 C.T.U. 52.1.3 hoisted his flag in the SANGKOK. At 1953, with SUMNER, SEEDSTROM, and EISELE, departed for Kerama Retto; screening SUMNER enroute. ComCortDiv 31 in SEEDSTROM is ComScreen.

	Latitude	Longitude	Zone Des.
0800	24° 56'N	126° 33'E	minus 9
1200	24° 40'N	126° 41'E	
2000	24° 25'N	126° 23'E	

11 April - Proceeding to Kerama Retto with SEEDSTROM, and EISELE, screening SUMNER. Fueled from AO-155. Attempted to draw mail, supplies, and provisions. No mail had arrived for us, no provisions or supplies were available. Picked up guard mail. 1637 Underway and proceeded out of Kerama Retto followed by SEEDSTROM and EISELE, then formed screen to escort SUMNER back to join C.T.U. 52.1.3. 2335 Rejoined Task Unit 52.1.3 south of Okinawa and again took station in screen.

	Latitude	Longitude	Zone Des.
0800	26° 05.8'N	127° 20.5'E	minus 9
1200	Anchored in Kerama Retto.		
2000	26° 30'N	127° 21'E	

12 April - Steaming in screen of Task Unit 52.1.3 off southern coast of Okinawa Shima. 0900 Picked up unidentified plane on radar and called crew to General Quarters. Jap plane shot down by plane from Task Unit 52.1.3 air group bearing 035° True, distance 10 miles from formation. 1158 Task Unit 52.1.3 made rendezvous with fleet oilers (T.U. 50.18.53) and commenced fueling of carriers and escorts. 1715 Fueled to capacity from U.S.S. SUMICO (AO 49).

	Latitude	Longitude	Zone Des.
0800	25°14'N	129°33'E	minus 9
1200	25°35.2'N	130°53.6'E	
2000	25°28'N	131°15'E	

13 April - Steaming in screen of Task Unit 52.1.3 (T.U. 50.18.53 included in formation) southeast of Okinawa Shima carrying out fueling exercises. 0037 Fueling exercises of T.U. 52.1.3 completed. 0114 Task Unit 50.18.53 departed on assigned duty.

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13 April (Continued)

0730 Horn contact type floating mine sighted by MASSEY lookout at 25°22'N, 128°52'E and exploded by rifle fire. 0936 CTU 52.1.3 shifted flag to U.S.S. SUWANEE (CVE-27). 2011 CHENANGO, TISDALE, GUEST, and SEDERSTROM departed for Kerama Retto for re-arming and replenishment of supplies.

	Latitude	Longitude	Zone Des.
0800	24°22'N	128°13'E	Minus 9
1200	25°35'N	129°09'E	
2000	25°07'N	128°12'E	

14 April - Steaming in screen of Task Unit 52.1.3 off Southern Coast of Okinawa Shima. Carriers conducting flight operations in support of Okinawa landing and troop operations. 2134 SANTEE, DREXLER, FLEMING, and EISELE departed for rearming and replenishment of supplies at Kerama Retto.

	Latitude	Longitude	Zone Des.
0800	25°36'N	127°59'E	Minus 9
1200	25°08'N	127°45.5'E	
2000	25°31'N	127°22'E	

15 April - Steaming in screen of Task Unit 52.1.3 off Southern Coast of Okinawa conducting flight operations in support of amphibious operations in Okinawa. 0652 Exploded horned floating mine with gunfire at 25°33.2'N, 127°34'E. 0727 CHENANGO, GUEST, SEDERSTROM, and TISDALE rejoined formation. 1300 Held Memorial Services for the late President Roosevelt.

	Latitude	Longitude	Zone Des.
0800	25°22'N	127°35'E	Minus 9
1200	25°29'N	128°00'E	
2000	25°38.5'N	128°45'E	

16 April - Steaming in screen of Task Unit 52.1.3 off Southeast Coast of Okinawa. 0605 SANGAMON, DREXLER, EISELE, and FLEMING rejoined formation. 1336 Refueled to capacity from the CHENANGO. 1430 U.S.S. JEFFERS (D/S27) joined formation. 1700 FLEMING detached on duty assigned. 2100 SEDERSTROM, EISELE, and TISDALE departed on duty assigned.

	Latitude	Longitude	Zone Des.
0800	25°10'N	127°46'E	Minus 9
1200	25°11.2'N	127°38'E	
2000	25°21'N	128°11'E	

17 April - Steaming in screen of Task Unit 52.1.3 off Southeast Coast of Okinawa Shima. MASSEY transferred gear of ComCarDiv 22 from SUWANEE to SANGAMON.

	Latitude	Longitude	Zone Des.
0800	25°36'N	128°39'E	Minus 9
1200	25°36'N	128°17'E	
2000	25°13.2'N	128°21.2'E	

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18 April - Continued transfer of flag personnel and gear to SANGAMON from SUWANEE. 0722 Received ComCarDiv 22 on board and cast off from SUWANEE. Went to General Quarters to repel possible air attack. CTU 52.1.3 in MASSEY assumed tactical command. Secured from General Quarters when contacts were identified as friendly. 0755 ComCarDiv 22 transferred to SANGAMON. 0800 ComCarDiv 22 (CTU 52.1.3) assumed tactical command in SANGAMON. Completed transfer of flag personnel and gear.

	Latitude	Longitude	Zone Des.
0800	24°25'N	126°43'E	Minus 9
1200	24°40'N	126°46'E	
2000	25°59'N	126°55.5'E	

19 April - Steaming in screen of Task Unit 52.1.3 off Eastern Coast of Miyako Jima conducting barrier flight operations against Sakashima Gunto. This unit will fuel from tankers of Task Unit 50.1.8 tomorrow.

	Latitude	Longitude	Zone Des.
0800	24°31'N	126°54'E	Minus 9
1200	24°12'N	126°57.5'E	
2000	23°50.5'N	126°34.5'E	

20 April - Operating in screen of Task Unit 52.1.3 off Southeast Coast of Okinawa. Task Unit 52.1.3 fueling from Task Unit 50.1.8. MASSEY refueled from PATUXENT (AO-44). Transferred pilot and mail from SANGAMON to SANTEE. Notified that MASSEY would proceed with SUWANEE and EDMUNDS to Kerama Retto on 21 April for replenishment of logistics requirements and mail.

	Latitude	Longitude	Zone Des.
0800	25°25'N	129°36.5'E	Minus 9
1200	24°47.8'N	129°40.8'E	
2000	24°50.5'N	129°05'E	

21 April - Steaming in screen of Task Unit 52.1.3. At 1936 MASSEY, SUWANEE, and EDMUNDS, departed from TU 52.1.3 for Kerama Retto.

	Latitude	Longitude	Zone Des.
0800	24°43'N	126°38'E	Minus 9
1200	24°48'N	126°44.6'E	
2000	24°10'N	126°49'E	

22 April - Entered Kerama Retto with SUWANEE and EDMUNDS. Oiler from ATASCOSA (AO-66), drew U.S. and Guard Mail for screen of Task Unit 52.1.3. Drew dry provisions. At 1630 cleared anti-submarine nets and proceeded out of harbor followed by EDMUNDS and SUWANEE, proceeded to rendezvous with Task Unit 52.1.3 off East Coast of Miyako Jima.

	Latitude	Longitude	Zone Des.
0800	25°10'N	127°18.6'E	Minus 9
1200	Anchored Kerama Retto.		
2000	25°35'N	127°29'E	

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23 April - Proceeding from Kerama Retto with SUWANEE and EDMONDS to join Task Unit 52.1.3. 0620 Joined Task Unit 52.1.3 east of Miyako Retto and passed mail to screen. 2030 CHENANGO, GUEST and BUTLER departed formation for Kerama Retto.

	Latitude	Longitude	
0800	24°27'N	126°50'E	
1200	24°11'N	127°02'E	
2000	23°55'N	126°38.8'E	Zone time - 9

24 April - Steaming in screen of Task Unit 52.1.3 off Eastern Coast of Miyako Retto while carriers planes conduct flight operations against Sakashima Gunto. 0832 Test fired automatic weapons. 1010 CTU 52.1.3 (ComCarDiv 22) transferred flag to SUWANEE. 1150 JEFFERS departed to Transport ferry pilots to CTG 50.8. 1919 SANGAMON, DREXLER, and EDMONDS left for Kerama Retto for replenishment of logistics.

Ammunition expended:
84 rounds 40MM
143 rounds 20MM

	Latitude	Longitude	
0800	24°25'N	126°32'E	
1200	23°31.4'N	127°31.5'E	
2000	24°41'N	126°23.3'E	Zone time -9

25 April - Operating in screen of Task Unit 52.1.3 off eastern coast of Miyako, Jima, carriers conducting flight operations against Sakashima Gunto. 1432 Fueled to capacity from SUWANEE. 1940 SANTEE, FLEMING, and BUTLER departed formation to proceed to Kerama Retto. 2338 JEFFERS rejoined formation.

	Latitude	Longitude	
0800	24°33'N	126°35'E	
1200	24°25.5'N	126°24.7E	
2000	24°11'N	126°47.1'E	Zone time -9

26 April - Steaming in carrier screen, CTU 52.1.3 (ComCarDiv 22) shifted Flag from SUWANEE to SANGAMON.

	Latitude	Longitude	
0800	24°17'N	126°52.8'E	
1200	25°14'N	126°46'E	Time Des.
2000	23°52.7'N	126°34'E	Minus 9

27 April - Steaming in screen of TU 52.1.3 off east coast of Miyako Jima while carriers conduct flight operations against Sakashima Gunto.

	Latitude	Longitude
0800	25°15.5'N	126°37'E



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27 April (Continued)

	Latitude	Longitude	Zone Des.
1200	24°03.9'N	126°39.5'E	Minus 9
2000	24°10'N	126°38.5'E	

28 April - In screen of Task Unit 52.1.3 proceeding to rendezvous with T.U. 50.18 for fueling. 0546 Made rendezvous with T.U. 50.1.8 and commenced fueling operations. MASSEY fueled to capacity from AUCILLA (AO 56). 1510 Fueling operations completed. T.U. 50.1.8 departed. 1650 Held General Quarters for firing exercises - Exercise 13 B of USFLOA. Training proved valuable ~~in fueling~~ since opportunities to fire practices are few during air operations.

Ammunition expended:

- 9 rounds 5"/38 illuminating projectiles
- 11 rounds 5"/38 AA Common
- 20 rounds 5"/38 smokeless powder
- 328 rounds of 40MM
- 1050 rounds of 20MM.

	Latitude	Longitude	Zone Des.
0800	24°31'N	126°39.6'E	Minus 9
1200	24°34.2'N	126°35'E	
2000	23°57.5'N	126°41.2'E	

29 April - Steaming in screen of Task Unit 52.1.3 which Task Unit is operating in waters off East Coast of Miyako Jima conducting assaults on Sakashima Gunto. Informed this date by dispatch that MASSEY and DREXLER will be detached from duty in Task Unit 52.1.3 on next trip to Kerama Retto, on 2 May and will report to ComTaskGroup 51.5 for duty. 1944 SUWANEE, GUEST, and EDMONDS departed for Kerama Retto.

	Latitude	Longitude	Zone Des.
0800	24°08.5'N	126°53.8'E	Minus 9
1200	24°34.2'N	126°35'E	
2000	23°57.5'N	126°41.2'E	

30 April - Steaming in screen (T.U. 52.1.32) of Task Unit 52.1.3 off East Coast of Miyako Jima, carriers conducting flight operations against Sakashima Gunto and supporting Okinawa Shima operations. 0150 RUSSEL and DENNIS joined screen of formation. 1323 BUTLER departed from Task Unit. It is contemplated that MASSEY and DREXLER will report to CTG 51.5 for duty upon the next visit to Kerama Retto which is now scheduled for 2 May 1945.

	Latitude	Longitude	Zone Des.
0800	24°18.7'N	126°39.5'E	Minus 9
1200	24°02.5'N	126°28'E	
2000	23°44'N	126°28'E	

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Reg. No.	238
R. S. No.	

U.S.S. MASSEY (DD-778)

DD778/ A12-1 (082)

3 June 1945

DECLASSIFIED

Received

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of May, submission of.

Reference:

- (a) CominCh ltr FFI/A12-1A16-3 (7152) of 29 October 1943.
- (b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
- (c) ALNav 176 of 1943.
- (d) PacFlt ltr LCL-43.
- (e) PacFlt conf. ltr LCL-45.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of May 1945.

1. In accordance with references (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
 C. W. ALDRICH

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U.S.S. MASSEY (DD-778)

DD778/

1 May - The U.S.S. MASSEY (DD778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of the Destroyers Pacific Fleet of the United States Navy. The U.S.S. MASSEY is in Task Unit 52.1.32 which is screen of Task Unit 52.1.3. ComScreen who is ComTaskUnit 52.1.32, is Captain J.C. Daniels, U.S. Navy, in USS FULLAM (DD474). OTC and Commander Task Unit 52.1.3 is ComCarDiv 22, Rear Admiral W. D. Sample, U. S. Navy in USS SANGAMON (CVE 26) Flagship. Task Unit 52.1.3 is operating in accordance with ComCarDiv 22 Top Secret OpOrder 1745 in waters off the East Coast of Miyako Jima, conducting flight operations against objectives in Sakashima Gunto in support of invasion operations against Okinawa Jima in the Nansel Shoto, of Japan. Task Unit 52.1.3 is at present composed of the following units: USS SANGAMON (CVE-26), USS SUWANEE (CVE-27), USS CHENANGO (CVE-28), USS SANTEE (CVE-29), and Task Unit 52.1.32, which is composed of: USS FULLAM (DD474), USS GUEST (DD473), USS DREXLER (DD741), USS MASSEY (DD778), USS EDMONDS (DE406), USS RUSSELL (DD414), USS BUTLER (DMS29), and USS LANG (DD399). SUWANEE, GUEST, and EDMONDS, are at Kerama Retto for ammunition replenishment, fueling, and logistics. Screening ships disposed in circular anti-submarine screen; main body in cruising disposition 5-Roger. Upon next trip to Kerama Retto MASSEY and DREXLER will be detached from duty with Task Unit 52.1.3 and will report to ComTaskGroup 51.5 for duty. This will probably take place on 2 May as we are scheduled to depart this area with CHENANGO for rearming and logistics this evening, May 1. It is expected that our next duty will be Radar Picket or Shore Bombardment. At 0449 SUWANEE, GUEST, and EDMONDS re-joined this Task Unit and we received mail from EDMONDS. 1945 CHENANGO, MASSEY, and DREXLER departed Task Unit 52.1.3 and proceeded to Kerama Retto in accordance CTU 52.1.3 despatch 292325. MASSEY and DREXLER screening CHENANGO.

	Latitude	Longitude	Zone Time
0800	24°-20'N	126°-37.9'E	Minus 9
1200	24°-12'N	126°-39.5'E	
2000	23°-47.2'N	126°-49.7'E	

2 May - Underway South of Okinawa Shima, in company with DREXLER screening CHENANGO enroute to Kerama Retto for logistics replenishment. Upon completion of replenishment MASSEY and DREXLER are detached from Task Unit 52.1.3 and are to report to ComTaskGroup 51.5 in Biscayne for duty. At 0732 entered Kerama Retto and anchored. Proceeded alongside AJAX (IX-129) and fueled. Transferred to NATRONA two hospital patients for treatment and one man FFT United States for discharge. Drew mail and fresh and frozen provisions. Proceeded to Hagushi Beaches and reported to ComTaskGroup 51.5 in Biscayne, for duty in Task Group 51.5 in accordance with CTF 51 despatch 291355 of April, at 1840. 1900 anchored in transport area off Hagushi Beaches.

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U.S.S. MASSEY (DD-778)

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WAR DIARY

2 May - (Continued)

	Latitude	Longitude	Zone Time
0800	Anchored Kerama Retto		-9
1200	Anchored Kerama Retto		
2000	Anchored off Transport Area, Hagushi Beach, Okinawa.		

3 May - Anchored in transport area off Hagushi Beach awaiting further orders from ComTaskGroup 51.5. ComTask Group 51.5 is Captain Moosbrugger, U.S. Navy, in USS BISCAYNE (AC11). The Captain attended a conference in the BISCAYNE, was informed that our first assignment would be Radar Picket duty in Radar Picket Station #2, North of Okinawa, and was given verbal orders to proceed to Radar Picket Station #2 and relieve the GAINARD. At 1100 underway and proceeded to Radar Picket Station #2 where the MASSEY relieved the GAINARD at 1524 and commenced patrol as support ship to the LOWRY. Set military condition "I-EASY". At 1618 the crew was exercised at General Quarters when unidentified plane approached from the North. Plane was shot down by CAP on bearing 300°(T) at 15 miles.

	Latitude	Longitude	Zone Time
0800	Anchored in Transport Area, Hagushi Beach, Okinawa.		-9
1200	27°36'N	127°37.5'E	
	27°06'N	128°11'E	

4 May - Steaming in company with LOWRY on Radar Picket Station #2, North of Okinawa, C.O. of MASSEY is OTC. 0200 Went to General Quarters when unidentified aircraft approached. 0224 Opened fire on enemy aircraft at 10,000 yards; plane immediately reversed course and retired at speed of about 240 knots. 0226 Ceased firing. At 0406 a bogey was reported close aboard by the radar telling net. Sugar charlie radar made contact at 7,000 yards to North, nearest land on that bearing about 10,000 yards. Ship went ahead emergency flank (30 knots) from standard and turned slightly to right to place contact on beam. Plane was heard shortly after turn but was not sighted until at about 400 yards when either a twin float or twin engine plane was observed diving on ship at a position angle of about 40°. Plane passed over ship at about 400 feet altitude and pulled away in a climbing turn to left with full gun. Automatics opened fire after plane had passed over ship but were silenced by order of C.O. who did not wish to furnish point of aim for another snooper. No bombs or torpedoes were dropped nor was ship strafed. It is believed that plane made attempted suicide crash but radically misjudged dive in the dim moonlight. Personnel were looking low. Plane probably started run at about 4000 feet rather than close to sea level as had been presumed. 0505 Secured from General Quarters and set condition "I-EASY". 0600 CAP arrived on station. 0740 Exercised crew at General Quarters when enemy planes appeared to North. 0742 Combat Air Patrol shot down one plane in flames 15 miles to North. Numerous enemy planes in vicinity - about 12 orbiting 15 miles to Northeast, 3 to North at 10 miles, 1 or 2 to East at 10 miles. Friendly

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY

4 May - (Cont'd)

CAP engaging as practicable. 0820 Commenced maneuvering at high speeds keeping threatening planes on the beam. Tracking two bogies at about 10 miles to starboard with director coached by Combat. At 0828 two planes commenced simultaneous dive run from North and were shot down by CAP at 12,000 yards. Immediately thereafter picked up visually two different Zekes inside CAP who attempted simultaneous suicide attacks on this vessel and LOWRY 1000 yards astern. Ship turned beam to plane and went ahead from standard speed to emergency flank (30 knots). Plane was handled skillfully, executing evasive dips and zooms during approach which prevented good computer solution. Opened fire with all batteries; plane attacking MASSEY caught fire but continued in. Plane was flaming, in a flat glide, when it passed our stern and spun in and crashed immediately after passing over ship. Motor was completely dead and pilot must have been dead, as a slight down pressure on stick, right turn, or slip to right would have resulted in a crash on the ship. No damage to MASSEY. The other plane crashed close aboard the LOWRY astern of MASSEY and exploded; casualties to LOWRY: - Personnel: killed - two men; wounded - 5 seriously; minor wounds to 18; Material: 2" hole in side along water line, forward evaporators placed out of commission, 20MM gun damaged, 36" searchlight wrecked. 0834 Ships slowed to 20 knots. At 0836 a Val was sighted headed toward ship to right of, below, and inside a group of Corsairs which had been dogfighting other enemy aircraft at 6000 yards range and 5000 feet altitude. Ship went ahead emergency flank (30 knots) from full speed and commenced turn to right to put plane on starboard beam. Opened fire with automatic weapons, then with main battery. Plane was flaming at 700 yards and lost section of port wing at 400 yards, probably from starboard quad fire. Plane at that time changed from flat glide to a right spin, passed over bridge falling fast and crashed close aboard on port bow (about 75 feet from ship). There was no explosion. Pilot's head could not be seen and it is believed that he was killed during the approach, as the only maneuver observed was the spin, caused by the loss of wing section, which nearly resulted in plane landing on bridge or forecastle. Went to General Quarters several times during day and evening, when enemy planes in vicinity.

Ammunition expended:

- 85 rounds 5"/38 AA Common
- 172 rounds 5"/38 VT
- 1906 rounds 40MM
- 1500 rounds 20MM

	Latitude	Longitude	Zone Time
0800	27°00.6'N	128°10.3'E	-9
1200	27°02.2'N	128°14.7'E	
2000	27°02'N	128°15'E	

5 May - Steaming in company USS LOWRY and support craft on Radar Picket Station #2, North of Okinawa. 0210 Exercised crew at General Quarters when unidentified

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5 May - (Cont'd)

plane appeared in area. 0245 Opened fire on enemy aircraft at range 8000 yards. Plane dived and reversed course. 0340 Low flying plane skirted picket station at about 8 miles distance, did not close range or threaten. 0346 Observed enemy plane shot down by night fighters to North. 0450 Plane shot down by CAP bearing 057°(T), 12 miles. Exercised crew at General Quarters several times during day and night upon approach of enemy aircraft.

Ammunition expended:

- 32 rounds 5"/38 VT
- 18 rounds 5"/38 AA Common

	Latitude	Longitude	Zone Time
0800	27°01.2'N	128°13.6'E	-9
1200	26°56'N	128°21'E	
2000	27°01.5'N	128°14'E	

6 May - Steaming in company U.S.S. LOWRY on Radar Picket Station #2. 0210 Sounded General Quarters when an unidentified plane came in to this vicinity. 0409 Observed anti-aircraft fire on beach to South. 0505 Secured from General Quarters when area reported clear of enemy aircraft. Set General Quarters and secured several times during morning when enemy planes appeared in area. We have a larger CAP this morning which is nicely accounting for enemy planes. Raids have been particularly heavy on picket stations last few days. 1121 Friendly plane shot down and crashed South of Yoron Jima; pilot landed in parachute about 1500 yards off beach. Dispatched gunboat to pick him up while MASSEY and LOWRY covered from the sea. Pilot reported strafed from shore. Friendly planes strafed beaches and areas close to beaches. Major Kammerer, USMC, was rescued by LCS 19. Received CTG 51.5 dispatch 052321 directing that all ships on Radar Picket Station #2 return to Hagushi Beach area. Proceeded to Hagushi area having other ships on station form up astern. 1610 Reported for duty to CTG 51.5 by voice radio and was instructed to proceed to Kerama Retto,

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6 May (Continued) -

replenish fuel and ammunition and return and report to Hagushi Beach area. 1717 Entered Kerama Retto and anchored in Berth K-9 until ammunition ship's side was cleared. 1916 Exercised at General Quarters when enemy plane approached twice, dropping flare on second run. However, smoking operations had covered area. 2210 Went alongside BUCYRUS VICTORY (AKA 234) and received; 317 - 5"/38 VT projectiles; 317 - 5"/38 SPDN 6499 powder cartridges; 2792 rounds of 40mm service ammunition.

	LATITUDE	LONGITUDE	Zone time
0800	27°-02.5'N	127°-11.5'E	Minus 9.
1200	26°-59.5'N	128°-25'E	
2000	Anchored Berth K-9, Kerama Retto.		

7 May - Moored starboard side to BUCYRUS VICTORY (AKA 234) in Berth K-11, Kerama Retto taking on ammunition. 0113 Completed receiving ammunition having received full allowance. 0127 Underway and anchored in Berth K-101. 0221 Exercised crew at General Quarters for possible air attack. Smokemakers smoked area. 0545 Underway to go alongside CUYAMA (AO-3) and fuel ship. 0922 Anchored in Berth K-1, Kerama Retto while using MWB to transfer 122 rounds of WP ammunition to LST 277. 1025 Underway and proceeded out of Kerama Retto to Hagushi Beach. 1150 Anchored in accordance with instructions of CTG 51.5 in Berth H-105, 1359 Shifted berth to H-141 to facilitate drawing GSK from CASTOR (AKS-1).

	Latitude	Longitude	Zone time
0800	Anchored Berth K-101, Kerama Retto.		Minus 9.
1200	Anchored Berth H-705, Transport area, Hagushi Beach.		
2000	Anchored Berth H-141, Transport area, Hagushi Beach.		

8 May - Anchored in Berth H-141 Hagushi Beach Transport Area drawing GSK stores and other supplies from CASTOR (AKS-1). Underway and went alongside ARMADILLA (IX-111) to receive 20 drums 2190-T lub oil, then returned to Berth H-141. 1200 Anchor did not hold well. Shifted berths to H-144. Drew mail and completed drawing of stores.

	Latitude	Longitude	Zone time
0800	Anchored in Hagushi Beach Transport Area.		Minus 9
1200	Anchored in Hagushi Beach Transport Area.		
2000	Anchored in Hagushi Beach Transport Area.		

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9 May - Anchored in Berth H-144, Hagushi Beach Transport Area. Received word by dispatch from CTG 51.5 that MASSEY and various other destroyers might be required to form anti-aircraft patrol screen 1500 yards to West of transports area on North and South line to protect transports from expected air attack. 1319 Underway in accordance CDS 64 visual despatch to take station in AA patrol screen, 1500 yards to Westward of transport area. Order of ships North to South, 1500 yard interval; MASSEY, HADLEY, COMPTON, WOODWORTH, DREXLER; commenced patrol. 1847 Exercised crew at General Quarters for possible air attack. Transport area made smoke. Several planes passed close by, one dropping a bomb on Yontan Field. Secured from General Quarters at 2135. 2226 Moved in to position just outboard of transports and anchored.

	Latitude	Longitude	Zone time
0800	Berth H-144, Hagushi Beach.		Minus 9
1200	Berth H-144, Hagushi Beach.		
2000	26°-24.3'N	128°-40.6'E	

10 May - Anchored Northwest of Transport Area off Hagushi Beach in anti-aircraft protective screen for transports. At 0229 went to General Quarters and made smoke when single unidentified plane appeared from Northwest. 0310 Secured from General Quarters. 0320 Exercised crew at General Quarters when three groups unidentified planes closed from Northeast, North, and Northwest respectively. Made smoke for protection of Transport Area. Several planes passed close by but were unable to differentiate between enemy planes and friendly which were in pursuit. Enemy plane dropped "fire bomb" about 3000 yards to West. 0425 Enemy plane dropped "incendiary" bomb which exploded about 2000 feet altitude, burning fragments landing to east within 100 yards of MASSEY. 0435 Secured from General Quarters when area cleared of enemy planes. It was noted in tonight's raids that Jap planes appeared to make a more erratic approach than usual using large zigzags and altitude changes, and thereby presented a more difficult problem for night interceptors. Planes were evidently after Yontan air strip as well as Transport Area; one bomb was dropped on Yontan Field with no damage reported. 0759 Underway in company with USS PRITCHETT (DD561) to Radar Picket Station #7 to relieve GAINARD and J.W. DITTER in accordance with CTG 51.5 visual despatch 031140. 1100 MASSEY and PRITCHETT relieved GAINARD and J.W. DITTER on Radar Picket Station #7. OTC is Commanding Officer of PRITCHETT. Commenced picket duty patrolling 25 miles South of Kerama Retto. 1922 Exercised crew at General Quarters for evening alert. Several bogies passed in vicinity, but were beyond gun range and were reported. 2055 Secured from General Quarters.

	Latitude	Longitude	Zone time
0800	25°-41'N	127°-17.7'E	Zone time
1200	25°-42.6'N	127°-20'E	Minus 9
2000	25°-42.5'N	127°-25.3'E	

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11 May - Patrolling Radar Picket Station #7 in company with PRITCHETT (OTC), 25 miles South of Kerama Retto. 0715 Exercised crew at General Quarters when unidentified plane approached; secured when plane no longer in vicinity. 0837 Exercised crew at General Quarters upon approach of hostile planes. None came within gun range. Considerable air activity occurred in area Northwest of Okinawa. Numerous enemy planes made torpedo, bombing, and suicide attacks on picket stations; a large number of planes were shot down. 1910 Exercised crew at General Quarters for evening alert. Evening quiet, apparently because of poor visibility caused by fog and haze.

	Latitude	Longitude	Zone time
0800	25°-41'N	127°-17.7'E	Minus 9.
1200	25°-42.6'N	127°-20'E	
2000	25°-42.5'N	127°-25.3'E	

12 May - Steaming in company with USS PRITCHETT (OTC), 25 miles South of Kerama Retto, in Radar Picket Station #7. 0245 Sounded General Quarters upon approach of unidentified planes; secured upon their passing out of vicinity. 1454 Received word from WALLE (despatch 130530) that she was our relief and that we were to proceed to Hagushi Beach. Reported by radio despatch 130619. Returned to Hagushi and reported to CTG 51.5 at 1755. Anchored in Berth H-177 at 1897. 1853 Went to General Quarters upon approach of enemy planes and made smoke when directed. No enemy planes bothered the transport area; several were shot down by night fighters. At 2035 secured from General Quarters and set the regular condition watch.

	Latitude	Longitude	Zone time
0800	25°-46.7'N	127°-17.5'E	Minus 9.
1200	25°-39.5'N	127°-15.6'E	
2000	Anchored Berth H-177, Hagushi Beach, Okinawa.		

13 May - Anchored in berth H-177 at edge of the transport area of Hagushi Beach anchorage. At 0302 Went to General Quarters upon approach of enemy planes. Secured from General Quarters at 0406 when enemy planes were clear of area. At 0845 Received word from CTG 51.5 (despatch 132342) to proceed to point about seven miles to west and fuel from HOUSATONIC. Fueling completed at 1031. MASSEY reported completion to CTG 51.5 and was directed to return to Hagushi anchorage, and report to ComDesRon 24 for duty (CTG 51.5 despatch 141120). ComDesRon 24, acting Commander AA Screen, ordered MASSEY to anchor in vicinity of berth H-182. At 1305 Anchored in berth H-182, Hagushi Beach Transport Area, about 1000 yards outboard of all auxiliary ships. At 1900 went to General Quarters upon approach of enemy planes. Secured at 2002 when all bogies had retired or been knocked down by CAP.

	Latitude	Longitude	Zone time
0800	Berth H-177, Hagushi Beach.		Minus 9.
1200	Enroute Kerama Retto to Hagushi Beach.		
2000	Berth H-182, Hagushi Beach.		

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14 May - Anchored in berth H-177, Transport Area, Hagushi Beach. At 0302 exercised crew at General Quarters on approach of enemy planes and made smoke on signal from SOPA. Secured from General Quarters when area clear of enemy planes. At 0905 got underway in accordance with CTG 51.5 despatch 132342 to refuel from the HOUSATANIC, and to take charge of fueling group off Western Okinawa. Upon completion of fueling directed various ships in screen ahead of fueling group while they were waiting to fuel and directed fueling operations. At 1132 in accordance with CTG 51.5 despatch 141120, turned charge of fueling group over to GAINARD and proceeded to Hagushi Anchorage to report to CDS 24. At 1237 went to General Quarters when enemy plane in vicinity; secured when plane cleared area. 1305 Anchored in berth H-182 in accordance with instructions of ComDesRon 24. At 1900 exercised crew at General Quarters when enemy plane believed in vicinity. At 2002 secured from General Quarters when plane cleared area.

	Latitude	Longitude	Zone time
0800	Anchored berth H-177, Hagushi Transport Area.		Minus 9.
1200	25°-28.8'N	127°-32.6'E	
2000	Anchored berth H-182, Hagushi Transport Area.		

15 May - Anchored in berth H-182, Hagushi Beach, Okinawa, with various units of the Fifth Fleet. Quiet during day. At 1819 received orders (CTG 51.5 despatch 150909) to get underway in AA screen. Went to General Quarters. AA screen ordered by ComDesRon 24 to remain in approximate vicinity of respective anchorages assigned and make smoke if directed as wind was blowing shoreward. At 2050 when all planes clear of area reanchored in berth H-182 and secured from General Quarters.

	Latitude	Longitude	Zone time
0800	Anchored berth H-182, Hagushi Transport Area.		Minus 9.
1200	Anchored berth H-182, Hagushi Transport Area.		
2000	26°-19.5'N	127°-41.6'E	

16 May - Anchored in berth H-182, Hagushi Beach Transport Area in company with transports and various units of the Fifth Fleet. 0308 Enemy planes approached from North and West; ship went to General Quarters. Made smoke as requested. 0313 Noted explosions on beach as result of enemy bombs. Secured to Condition 1-Easy when planes clear of area. At 0819 got underway in accordance with CTG 51.5 despatch 152230 to proceed to Kerama Retto to get 40mm hydraulic unit off damaged ship to replace our unit on #42 40MM gun mount, also to draw fresh and dry stores. 1015 Anchored in berth K-24, Kerama Retto. Received motor unit, fresh, frozen, and dry stores. At 1908 got underway and reanchored in berth K-34 in accordance CTG 51.15 despatch 161015. Several times during evening went to General Quarters while intruders flew over or in vicinity.

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16 May - (Continued)

	Latitude	Longitude	Zone time
0800	Anchored berth H-182,		Minus 9.
	Hagushi Beach, Okinawa.		
1200	Anchored berth K-24,		
	Kerama Retto.		
2000	Anchored berth K-34,		
	Kerama Retto.		

17 May - Anchored in berth K-34, Kerama Retto. 0555 Underway and went alongside BRAZOS (AO-4) to refuel and to replenish fog oil supply. At 1134 departed Kerama Retto enroute to Hagushi Beach Area. At 1717 underway in accordance with CTG 51.5 despatch 171816 and reported to ComDesRon 66 for duty in AA screen, took station #9 at direction of ComDesRon 66 and commenced patrol. Went to General Quarters several times during the evening when enemy raids approached, but the CAP was much more effective than usual and managed to take care of the raiders.

	Latitude	Longitude	Zone time
0800	Berth K-34, Kerama Retto.		Minus 9.
1200	26°-18'N	127°-25'E	
2000	26°-18.2'N	127°-38.3'E	

18 May - Steaming in station #9 of AA screen off Hagushi Beach Transport area. At 0042 anchored in berth H-185, Hagushi Beach Transport area. At 0426 exercised crew at General Quarters for possible air attack, securing at 0530 when area was clear. At 1753 got underway to proceed to AA screening station A-37 in accordance with CTG 51.5 despatch 180837. At 1855 exercised crew at General Quarters when enemy planes appeared in area. At 1933 arrived on station A37 and commenced patrol. Exercised crew at General Quarters several times when enemy planes in vicinity, however none passed within gun range.

	Latitude	Longitude	Zone time
0800	Anchored berth H-185, Hagushi Beach.		Minus 9.
1200	Anchored berth H-185, Hagushi Beach.		
2000	26°-35.20'N	127°-43.05'E	

19 May - Patrolling in AA patrol station A-37 off Okinawa. At 0231 exercised crew at General Quarters for possible air attack, securing at 0309 when area cleared. Proceeded to Radar Picket Station #15 in accordance with CTG 51.5 despatch 181230. At 0745 relieved USS DREXLER on Radar Picket Station #15, patrolling in company with USS WADSWORTH (OTC). At 1425 USS FOOTE joined up as assistant picket support ship. Casualties from air attack to ships operating in this station have been rather heavy of late, it is believed this is possibly a permanent move to strengthen the station. The weather has been poor for flying today, the station is quiet.

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19 May (Continued) -

	Latitude	Longitude	Zone time
0800	27°-03.5'N	127°-53.8'E	Minus 9.
1200	26°-58'N	127°-27.15'E.	
2000	26°-56'N	127°-30'E.	

20 May - Screening in company with USS WADSWORTH, and USS FOOTE on Radar Picket Station #15 off Okinawa Shima. Weather rainy all day with poor visibility. At 1823 exercised crew at General Quarters when enemy planes approached in vicinity. Planes attacked several other ships on nearby stations, but did not come within gun range of us. Secured from General Quarters at 2107.

	Latitude	Longitude	Zone time
0800	26°-56.2'N	127°-31.3'E	Minus 9.
1200	26°-59'N	127°-31'E	
2000	26°-58.3'N	127°-32'E	

21 May - Steaming in company USS WADSWORTH, and USS FOOTE on Radar Picket Station #15. At 0040 exercised crew at General Quarters to repel possible air attack. At 0054 secured from General Quarters when plane passed out of vicinity. Went to General Quarters several times during day when planes approached. At 1818 the BRADFORD joined formation. The BRADFORD will relieve the WADSWORTH at daybreak tomorrow. At 1840 went to General Quarters when enemy planes approached in the area, secured upon their clearing.

	Latitude	Longitude	Zone time
0800	26°-58.2'N	127°-29.5'E	Minus 9.
1200	26°-56.5'N	127°-30.5'E	
2000	27°-05.6'N	127°-37.5'E	

22 May - Steaming in company with the WADSWORTH, BRADFORD, and FOOTE on Radar Picket Station #15 off Okinawa. At 0520 the BRADFORD relieved the WADSWORTH as OTC; the WADSWORTH departed formation for Kerama Retto. Probably because of the poor flying weather and visibility almost "zero", there were no enemy planes in the immediate vicinity until about 2300. At 2319 went to General Quarters when enemy planes approached from the North. Enemy air activity has been relatively light for several days. Warning has been issued to effect that heavy enemy air attacks may be expected at first break in weather.

	Latitude	Longitude	Zone time
0800	25°-08.5'N	127°-43.8'E	Minus 9.
1200	25°-07.5'N	127°-39.5'E	
2000	27°-10'N	127°-40'E	

23 May - Steaming in company with FOOTE and BRADFORD on Radar Picket Station #15

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23 May (Cont'd)

Northwest of Okinawa Shima. BRADFORD is guide and OTC. Enemy air raids are approaching from North and Northeast. At 0106 BRADFORD opened fire on enemy plane to West, and MASSEY quickly opened fire with radar solution. At 0107 ceased firing when plane changed course and speed radically and retired. At 0140 when vicinity clear of enemy planes, secured from General Quarters. During the day and early evening there was little air activity; weather unfavorable for air operations. At 1700 the WATTS joined formation and was to relieve the MASSEY in the morning at daybreak. At 2012 exercised crew at General Quarters for air attack when numerous planes approached from the Northwest, North, and Northeast. Planes appeared to be making coordinated approaches on the station. It became apparent that repelling attacks by sector method would not always work because of the swift and varied change of bearing and range. Therefore, it was suggested to the OTC in the BRADFORD that special designation of targets by OTC to the four ships both by the two sections of ships, for double attacks, and by single ships, for multiple attacks, be practiced when sector method would not hold. This worked out very well later when multiple raids came in. At 2024 changed speed to 30 knots. At 2031 the WATTS opened fire to the East when plane approached, ceased firing at 2033. At 2036 MASSEY opened fire following OTC at plane to Northwest at range of about 11,000 yards, plane maneuvered vigorously and opened out to about 10 miles. Plane skirted formation at about 10 miles distance, made several points then headed out to Northwest. No other planes came within firing range or passed to South. We had no CAP patrol. At 2328 numerous raids appeared together in the North and Northwest. At 2344 while steaming at 29 knots and maneuvering to avoid planes on bow, Combat noted that a plane which had been orbiting at a distance of approximately 10 miles on our starboard quarter had moved around to the right and was making a run from astern. Control had been tracking this bogey, with Mark 12 radar and computer; target had been going away. A Column left was executed to place threatening bogey on bow on starboard beam when Combat informed Conn that bogey on starboard quarters had turned, was heading straight in, and would be on our stern if we executed the column movement. This ship turned right out of column and fired at the bogey we had been tracking while other ships fired at second bogey on the bow. This was the fifth attack by enemy aircraft on the formation of four destroyers. During this attack six to eight planes were observed by the search radar closing for the attack. Two planes started run on this vessel, both planes observed close together on both the SC and Mark 12 radars. Planes were taken under fire at 5800 yards with 2 to 1 ratio VT fuze projectiles. Four to six gun bursts were observed about 15 seconds after opening fire, ~~four~~ such bursts were observed as plane speed dropped below 70 knots - plane was tracked into water and splash observed 2200 yards from ship at 2347. The range finder operator caught a good many glimpses of the plane during the

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23 May (Cont'd)

action and tentatively identified as Val. There is no data on what happened to other of the two planes observed by radar when run started. Only one splash was observed. By the time ship came back around and started to join other destroyers we had opened to 7000 yards - MASSEY slowed to 25 knots, lighted off and out in other two additional boilers and proceeded to rejoin group at 0013.

	Latitude	Longitude	Zone Time
0800	27°08'N	127°41'E	-9
1200	27°09.2'N	127°41.4'E	
2000	27°09.2'N	127°41'E	

24 May - At 0033 opened fire following BRADFORD at plane on port beam at 11,000 yards. Plane maneuvered and opened out beyond effective range. At 0041 other ships opened fire on plane on starboard bow. MASSEY however, did not fire because of fact that at the same time there was an enemy plane on our starboard beam at 12 miles distance which we continued tracking. LCS 121 suffered a near miss by bombs from plane on starboard beam; bomb blew six inch hole in side of LCS, killing two men and seriously wounding three. At 0108 plane on port bow appeared to be making a determined attack on formation. At 0109 BRADFORD, FOOTE, and WATTS opened fire. At 0110 when track indicated that he had started his dive at formation MASSEY opened fire. Plane flamed at approximately

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24 May (Continued) -

2000 yards and appeared to be being chewed up by 40MM fire as he approached head on. At 0111 plane crashed bearing 340° relative, distance 800 yards, credited to MASSEY and BRADFORD. During this engagement the group on Radar Picket Station #15 had 19 air raids either attack or threaten. A total of six planes were shot down: MASSEY 1 alone, MASSEY and BRADFORD 1 split, FOOTE 1, WATTS 1, all four ships together 1, LSC 121 - 1 plane. Raids of tonight were better coordinated than usual. There was only one instance of possible wild "kamikaze" approach, and this looked as if it were a well planned glide bombing run until the plane was probably damaged. Planes that were shot at ran only out of gun range then stayed around as hecklers, several raids frequently being within 15 miles and spread over an arc of 270° or better; at one time there were two within 10 miles, and three additional within 15 miles of the destroyer group. Several times the attacking planes dropped their bombs at distances of ten to twelve miles and moved radically when another enemy plane came within two to five miles of them. It is believed that this probably came as a result of the planes carrying bombs suddenly discovering the other planes, and believing them to be our night fighters, jettisoned their bombs and fled. A further oddity of the raids were that none went more than about twenty miles South of our station (toward Okinawa) before returning. At 0320 more raids appeared, but all merely skirted the formation and were not fired upon. Again the raids were well coordinated. It was suspected that some station in our vicinity was possibly guiding them. Reports from a shore station then brought out that for two hours they had tracked a surface vessel, or possibly a submarine, which our Operations did not consider our own, at a distance of 25 miles to East of us. At 0450 the MASSEY departed from the formation to proceed to Hagushi in accordance with CTG 51.5 despatch 230203. Fueled as directed and was then ordered to proceed to Kerama Retto for ammunition replenishment and to provision by CTG 51.5 despatch 240102. At 1138 entered Kerama Retto. Received ammunition to full allowance from BEDFORD VICTORY. Also took advantage of this opportunity to exchange a defective Mk 22 radar receiver with damaged ship. No provisions available.

Ammunition expended in repelling air attacks of 23rd and 24th.

- 273 rounds 5"/38 VT.
- 118 rounds 5"/38 AA Common.
- 1900 rounds 40MM
- 1500 rounds 20MM

	Latitude	Longitude	Zone time
0800	26°-35'N	127°-34.6'E	Minus 9.
1200	Kerama Retto.		
2000	Kerama Retto.		

25 May - Anchored in berth K-85 in Kerama Retto, having completed taking on ammunition. At 0307 exercised crew at General Quarters for possible air attack and secured when plane left area. During morning and early afternoon numerous enemy planes came into vicinity, a number were shot down by CAP. Proceeded to Hagushi where CTG 51.5 directed that we escort the

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ROPER, which was damaged, to Kerama Retto. Upon completion of this we were told to join the AA screen outside the transport area under ComDesRon 66, by CTG 51.5 despatch 250752. Joined screen and patrolled until screen ordered to anchor West of transport area on one-half hours notice. Anchored West of berth H-182, Hagushi Beach.

	Latitude	Longitude	Zone time
0800	Anchored Kerama Retto.		Minus 9.
1200	Anchored Kerama Retto.		
2000	26°-18'N	127°-40.2'E	

26 May - Anchored in Berth H-182, Hagushi Beach Transport Area, Okinawa, as part of AA screen on 15 minutes notice to get underway. At 1537 report received that possible air attack was forming to West. At 1613 got underway in accordance with orders from ComDesRon 66, and proceeded to station #5 in AA screen of transport area. At 1529 exercised crew at General Quarters when enemy aircraft approached area, secured at 1629 when enemy aircraft cleared area. At 1835 went to General Quarters for evening alert and secured at 2019. Proceeded to anchorage in accordance signal from ComDesRon 66 and anchored in berth H-174 at outer edge of Transport Area.

	Latitude	Longitude	Zone time
0800	Anchored Berth H-182, Hagushi Beach Transport Area.		Minus 9.
1200	Anchored Berth H-182, Hagushi Beach Transport Area.		
2000	26°-22.2'N	127°-39.6'E	

27 May - At 0001, became unit of CTG 31.5 in accordance CTF 51 despatch 260755. Anchored in berth H-174 at outer edge of Transport Area, Hagushi Beach, in AA screen. 0735 Went to General Quarters for possible air attack. 0744 Underway in accordance with signal from ComDesRon 66 and patrolling station #5 in AA screen. Received word that ship on Radar Picket Station #5 had been hit. At 0809 proceeded at best speed to Radar Picket Station #5 for duty in accordance with CTG 31.5 despatch 262308Z in company USS DYSON. At 0841 secured from General Quarters. At 0937 exercised crew at General Quarters on approach of enemy planes. At 1014 set watch condition "I-EASY". At 1056 set regular condition watch. At 1120 arrived Radar Picket Station #5 with DYSON. (Damaged ship had left in tow of another destroyer). At 1300 W.D. PORTER joined on station. At 1305 DYSON departed station to escort damaged ship, now in tow of tug, to port. Patrolling on picket station with PORTER; following support craft in vicinity: LCS 82, 86, 128, and 13. Went to General Quarters for evening alert at 1840 and secured at 2000. Flying weather spotty, moon bright, but sky cloudy.

	Latitude	Longitude	Zone time
0800	26°-22.5'N	127°-41.8'E	Minus 9.
1200	26°-22.7'N	128°-29.9'E	
2000	26°-25'N	128°-30.5'E	

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28 May - Patrolling Radar Picket Station #5 in company W.D.PORTER and 4 support LCS'. At 0103 went to General Quarters for possible air attack. One plane closing from North one from South. MASSEY designated self to track Northern plane, W.D.PORTER to track Southern plane. At 0154 PORTER opened fire on plane to South and plane turned away. Plane to North, upon seeing fire, opened, turned quickly and opened to North. MASSEY did not fire. At 0303 another possible air attack developed, but turned to North after closing to approximately ten miles. 0321 Secured from General Quarters. At 0659 another possible air attack developed but plane did not come within gun range. Early in the evening it commenced raining and rained most of the night. However, this did not stop an intruder who came from North to within 15 miles, appeared to search about, and then, apparently giving in to the very poor visibility, returned to the North.

	Latitude	Longitude	Zone time
0800	26°-29.2'N	128°-27.8'E	Minus 9.
1200	26°-28.5'N	128°-24.8'E	
2000	26°-26.5'N	128°-28'E	

29 May - Patrolling on Radar Picket Station #5 in company W.D.PORTER and 4 support LCS'. MASSEY is OTC. At 0515 the GWIN joined the MASSEY and PORTER. At 0620 the GWIN assumed duty as OTC. The day is bright, and flying conditions good. However, during daylight we have a good CAP. At 1500 LCS 67 reported for duty as support ship relieving LCS 128 which proceeded to port. At 1830 exercised crew at General Quarters for evening alert. Enemy planes in small groups approached Okinawa from West and North. None came closer than 20 miles to Radar Picket Station #5.

	Latitude	Longitude	Zone time
0800	26°-22.7'N	128°-39'E	Minus 9.
1200	26°-27'N	128°-38'E	
2000	26°-26.5'N	128°-33.8'E	

30 May - Steaming in company of GWIN and W.D.PORTER with LCS' 13, 82, 86, and 67 in support on Radar Picket Station #5. Weather closed in and visibility became very poor. No air activity during morning. At 1330 FULLAM arrived and relieved MASSEY. In accordance with CTG 300057 despatch, MASSEY proceeded to Hagushi Beach. At 1831 sounded General Quarters when possible air attack developed; secured when area cleared of enemy planes. 1911 Anchored in berth H-161, Hagushi Beach Transport Area. Received word that we would proceed to Kerama Ratto at daylight to have FighterDirector equipment installed.

	Latitude	Longitude	Zone time
0800	28°-24'N	128°-26.5'E	Minus 9.
1200	26°-17'N	128°-32'E	
2000	Anchored berth H-161, Hagushi Beach Transport Area.		

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY

31 May - Anchored in Berth H-161, Hagushi Beach Transport Area. Weather cleared and moon bright. At 0214 Sounded General Quarters for possible air attack; made smoke to cover transports. At 0300 Secured from General Quarters when planes cleared. 0736 Underway in accordance CTG 31.5 dispatch 302313, and proceeded to Kerama Retto. At 1235 after shifting berths several times, anchored in Berth K-29, Kerama Retto, and commenced availability to expire at 0800, 3 June 1945. Exercised crew at General Quarters several times to repel possible air attacks.

	Latitude	Longitude	Zone Time
0800	26°23'N	127°32'N	-9
1200	Anchored Berth K-29,	Kerama Retto.	
2000	Anchored Berth K-29,	Kerama Retto.	

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REG. NO 283
R. S. NO
REG. SHEET NO/23

U.S.S. MASSEY (DD-778)

DECLASSIFIED

WAR DIARY FOR MONTH OF JUNE

Recorded

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U.S.S. MASSEY (DD-778)

DD778/AL2-1
(091)

1 July 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of June, submission of.

Reference: (a) CominCh ltr FF1/AL2-1/AL6-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S.Navy Regulations, 1920.
(c) ALNav 176 of 1943.
(d) PacFlt ltr LCL-43.
(e) PacFlt conf. ltr LCL-45.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of June 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH.

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U.S.S. MASSEY (DD-778)

DD778/ A12-1

(091)

1 June - The USS MASSEY (DD-778), Commander Charles W. Aldrich, U.S. Navy, Commanding, is in the Destroyer Division 132 of Destroyer Squadron 66 of the Pacific Fleet of the United States Navy. The USS MASSEY is in Task Group 31.5 which is Destroyer Task Flotilla 5 of Task Force 31 (Phib Group 5), and includes destroyers, DM's, DMS's, and other types of light vessels which make up the radar picket groups, anti-aircraft screen, and anti-submarine screens of Okinawa Gunto. ComTaskGroup 31.5 is Commodore Moosbrugger in USS BISCAIENE (AGC 11), Flagship. ComTaskForce 31 is Vice Admiral H.W. Hill, ComPhibGroup 5 is USS AUBURN (AGC 10), Flagship. MASSEY has been serving as radar picket support ship in Okinawa Gunto, Nansei Shoto of Japan. At 0001, 1 June in accordance CTG 31.5 despatch 302313 Item of May, MASSEY was anchored in Berth K-29, Kerama Retto, on at-anchor availability for installation of Fighter director equipment by Zaniah, to effect repair to evaporators, and to clean two boilers; availability to expire at 0800, 3 June 1945. At 0600 got underway to go alongside CUYAMA (AO 3) for fuel. At 0822 underway and proceeded to anchor in berth K-26 of Kerama Retto. Commenced installation of fighter director equipment. At 1940 went to General Quarters when an enemy plane came into vicinity; secured at 2021 upon planes leaving area.

	Latitude	Longitude	Zone time
0800	Anchored in Kerama Retto, Berth K-29.		Minus 9.
1200	Anchored in Kerama Retto, Berth K-16.		
2000	Anchored in Kerama Retto, Berth K-26.		

2 June - Continued at-anchor availability in Kerama Retto.

3 June - At anchor in Kerama Retto, Berth K-26. At 0241 went to General Quarters when possible air attack threatened; made smoke when directed; secured from General Quarters at 0307. At 0653 proceeded alongside USS BRAZOS and topped off fuel. At 0800 availability completed (FDO equipment installed). Underway and departed Kerama Retto to proceed to Hagushi Beach anchorage in accordance with CTG 31.5 despatch 021204 of June. 1046 Received ICI 841 alongside to transfer U.S. Mail to MASSEY. At 1212 anchored in Berth H-107, Hagushi Beach Transport Area. At 1238 exercised crew at General Quarters for possible air attack. At 1250 got underway and took place in A.A. screen for anchorage in accordance with CTG 31.5 despatch 030341. ComDesRon 23 is Com AA screen. At 1550 received signal from Com AA screen to proceed into anchorage and anchor. At 1604 anchored in Berth H-179, Hagushi Beach, Okinawa. Made smoke as directed by SOPA in AUBURN. Storm warnings have been issued; there is a typhoon with center to south, the track of which may pass through this area.

	Latitude	Longitude	Zone time
0800	Underway in Kerama Retto.		minus 9.
1200	Anchored in Berth H-107, Hagushi Beach.		
2000	Anchored in Berth H-179, Hagushi Beach.		

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4 June - Anchored in Borth H-179, Hagushi Beach Transport Area. At 0325 received CTG 31.5 despatch 041820 ordering MASSEY to get underway and proceed to Radar Picket Station #9 to relieve the SPROSTON. At 0350 underway and proceeded on duty assigned. At 0720 received picket station orders from SPROSTON on station, relieved SPROSTON, who proceeded to port; joined W.D. PORTER, and WILLARD KEITH as additional support ship. Commanding Officer of MASSEY assumed OTC, formed ships in column, distance 1000 yards, commenced patrol at 15 knots on courses 150°(T) and 330°(T) on Radar Picket Station #9, which is approximately 50 miles southwest of Okinawa Shima. W.D. PORTER is fighter director ship. Support craft are LCS 112, LCS 113, LCS 117 (SOP of support craft), and LCS 92, and are patrolling on parallel courses approximately 2000 yards to southwest of destroyers' track. Storm warnings indicate approach of storm in this general direction from south. At 1000 received word to be prepared to execute Typhoon Plan "WILLIAM". Sea is becoming disturbed and weather unstable with many dark clouds. MASSEY called attention of other vessels to possible approach of storm and rigged ship for heavy weather. At 1202 in accordance with CTG 31 despatch 040236 detached LCS support ship group and directed them report to CTU 32.9.11 at Hagushi Beach. At 1315 in a driving rain a mine was sighted about 75 yards dead ahead by Junior Officer of the Deck who quickly informed Officer of the Deck. Officer of the Deck quickly gave "Right rudder" to avoid hitting it with bow, then "Left rudder" when mine was alongside, about ten feet from ship, to avoid hitting with stern or side. Emergency signal hoisted and announced on TBS to ships astern. W.D. PORTER was directed to sink it with gunfire; which she did in latitude 25°-59'N, Longitude 126°-56'E. Mine identified as Japanese Type 93, Mod 1. At 1452 sounded General Quarters when possible air attack developed; at 1527 secured from General Quarters when enemy plane cleared area. At 1643, in accordance with CTG 31 despatch 040656, MASSEY, W.D. PORTER, and STODDARD departed Radar Picket Station #9 and proceeded to Nakagusuku Wan to report to CTG 31.19 in WEST VIRGINIA by voice radio and was instructed to enter Nakagusuku Wan and anchor in Berth 46 by CTG 31.19 despatch 041900 Item. Visibility before and during entry into Nakagusuku Wan was very poor due to rain squalls and darkness. At 2035 anchored in Berth B-46, Nakagusuku Wan of Okinawa Shima.

	Latitude	Longitude	Zone time
0800	25°-59.7'N	126°-57.4'E	Minus 9.
1200	26°-02.5'N	126°-52'E	
2000	Underway in Nakagusuku Wan, proceeding to anchorage in Borth B-46.		

5 June - Anchored in Berth B-46, Nakagusuku Wan. At 0510 MASSEY, W.D. PORTER, and WILLARD KEITH released from duty with CTG 31.19, underway and proceeded out of harbor to resume picket duty on Radar Picket Station #9 in accordance with CTG 31.5 despatch 041940 Zebra. At 0924 arrived on station and assumed patrol. At 0948 exercised crew at General Quarters when enemy plane reported in vicinity. At 0958 secured from General Quarters when plane cleared area.

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5 June (continued) - Went to General Quarters several times during day and evening when enemy planes were reported in vicinity. At 1850 exercised crew at General Quarters for evening alert; secured at 2049. At 2200 it was reported that a night fighter to the southwest of Radar Picket Station #9 was lost. W.D. PORTER, upon request, fired one star shell every two minutes, commencing at 2235, to aid the plane in returning to its home field. 2241 W. D. PORTER ceased firing star shells.

	Latitude	Longitude	Zone time
0800	26°-01'N	127°-18.7'E	Minus 9.
1200	26°-00.8'N	126°-51'E	
2000	26°-05'N	126°-53'E	

6 June - Patrolling Radar Picket Station #9, southwest of Okinawa Shima in company with W.D. PORTER and STODDARD. Support craft are LSC 117 (SOP support craft), LCS 92, LCS 122, and LCS 123. At 0530 two F4U planes reported for duty as Radar Picket Patrol. At 0547 three F4U's reported for duty as CAP, and at 0645 an additional F4U reported as CAP. At 0721 four additional F4U's reported as CAP, total air coverage - two Radar Picket Patrol, eight Combat Air Patrol. At 0809 CAP was replaced by four Thunderbolts and four F4U's. At 1030 LCS 92 and LCS 122 departed for port, having been relieved by LCS 12 and LCS 85 in accordance with CTG 31.5 despatch O22231 Zebra. 1145 Exercised crew at General Quarters for possible air attack; secured when clear. At 1414 USS CLAXTON relieved W.D. PORTER as Fighter Director Ship. At 1417 Exercised crew at General Quarters for possible air attack; secured when clear. At 1540 CLAXTON assumed duty as OTC and formed destroyers (3) on 1500 yard circle, axis 330°(T), CLAXTON #1, MASSEY #2, and STODDARD #3, and commenced patrol on 150°(T) - 330°(T) at 15 knots. This formation in effect, placed ships in equilateral triangle formation with 1300 yards distance between ships. At 1615 exercised crew at General Quarters for possible air attack, at 1717 secured from General Quarters when area cleared. Ships on radar picket station to north reported that a Val. with American wing markings had made a suicide run on them, but was shot down. At 1755 four Thunderbolts of CAP departed for home base, CAP present four Corsairs; two additional Corsairs on Radar Picket Patrol, total cover present six Corsairs.

At 1852 exercised crew at General Quarters for evening alert. Weather was clear, visibility good, with a slight haze, sky was broken with ceiling about 3,000 feet to unlimited and a low fringe of broken clouds present at various points all around, sea was average, about 2, wind about 10 knots from 320°(T). The sun was low and visible on the horizon. At 1854 the Sugar George operator reported a "possible bogey" on bearing 240°(T) - distance 15 miles. This information was relayed immediately to the other ships in company. At 1855 MASSEY reported again; bogey at "240°(T) - 12". Other ships still did not see. "Control" was "designated" on target. At 1857 bogey was at 225°(T) - 7 miles and all ships picked it up. Visually identified as Zekes and Val and other unidentified type. Raid appeared to be splitting up. At 1858 went to speed 20 knots - 2 planes closing; went to 30 knots. Intercept planes were present but

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6 June (continued) - were not in position to make interception because of short notice and great difficulty of spotting in low lying cloud fringe. Two Zekes appeared to be making run on port beam. Control and main battery on forward (right) plane, automatic weapons watching second to left of and behind first plane. Two F4U's came into line of sight at about 10,000 yards and fire had to be temporarily withheld until planes had approached to 7,000 yards at which time (1900I) plane #1 (forward plane) was taken under fire with main battery and #2 shortly thereafter by automatics. Ship was brought slightly left to keep planes on port beam. Plane #1 continued run to about 3500 yards when he cut across plane #2's track. As it became evident that plane #1 was going to pass astern of ship, fire of main battery was shifted to plane #2, which had now closed to 1200 yards headed for the bridge structure. At 900 yards plane #2 changed course to make suicide crash amidships. Plane was being hit by 40MM and 20MM and course continued to alter toward stern. Plane #2 crossed very close astern at about 15 feet altitude and crashed within 40 yards of starboard quarter. Plane #1 crossed astern of this ship at distance of about 1500 yards and was reported as burning then by after control officer. Plane #1 was taken under fire by STODDARD and crashed shortly thereafter on opposite side of formation at about 1902I. During the time these planes were under fire #3 and #4 planes had crossed astern of the formation at approximately 10 miles to make an attack from opposite side. #3 made a fast run in from starboard side and was taken under fire by CLAXTON or STODDARD, or both, to splash just to starboard of the opening between the CLAXTON and STODDARD at about 1903I. MASSEY did not shoot at this plane. While the previous three planes were working attacks from both sides, #4 had at first stayed out at about 12 miles on our stern, then was tracked by Combat as he moved in to 5 miles on our starboard quarter (145° relative). #4, a Zeke, started a run just before #3 was splashed and Control was quickly coached on by Combat and lookouts topside and course was changed to bring the plane on the starboard beam. Corsairs came over low on our starboard quarter at about 3000 feet and automatic weapons fired several bursts at them, then were stopped and shifted to the enemy plane at about 4500 yards as it dived (1904I). At 3500 yards the main battery opened up, three 5"/38 shells in rapid succession exploded beneath the Zeke making the run and it burst into flames, went out of control, and dove in a left spiral at an angle of about 70° to crash in the water about 1200-1500 yards on the starboard quarter. AA fire of ships accounted for four out of four planes on this raid.

Just prior to the raid a ship in another picket station had reported Vals with American markings making an attack on them. This word was passed to gunnery stations; automatic weapons, temporarily, in the poor light, mistook the two Corsairs for possible attacking "Graces". Since they came in from the direction from which the fourth attack was reported to be closing - they thought them to possibly be attacking enemy planes.

At about 1910I screens of all ships were reported clear of all unidentified planes. At 1923I slowed to 15 knots. At 1925I Radar Picket Patrol planes and remaining division of CAP were dispatched to base; no CAP present.

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6 June (continued) - At 1932I MASSEY SC radar picked up bogey "bearing 295°(T), distance 11 miles" and reported to other ships; then "bearing 290°(T), distance 10 miles, closing - several planes". Control was coached on immediately. At 1934I OTC changed speed to 20, then 25 knots, and changed course to 030°(T), then 050°(T). Control identified planes as "5 Vals. - low on water". SG radar reported "296°(T), distance 9 miles - low". SG radar reported that planes were splitting into two groups or more. Two planes (#3 and #4) were seen to detach themselves from others and start run straight in from about 7 miles, meanwhile a single plane (#5), started on a skirt of formation to south, weaving and threatening, and another group (#1 and #2) started to skirt formation to North. Control and main battery were placed on Northern (forward) one of two attackers making run, and automatic weapons on second one following. At 1938I MASSEY opened fire with main battery on leading plane at 9,000 yards. Planes came straight in until at about 4,000 yards, the leading plane (#3) turned sharply to his left and went North to fall in behind other planes skirting formation. Speed 30 knots. Meanwhile (#4) had closed to 4,000 yards where automatics of MASSEY and CLAXTON had taken him under fire. Main battery was shifted quickly to #4 but fire was ineffective because of close range. MASSEY maneuvered to right to keep planes on bear. At about 500 yards plane (an Oscar) banked sharply to left and made dive on CLAXTON, ahead, splashing in water about 10 yards from her starboard side amidships at about 1941I. CAP planes were called back to assist in fighting off attack as it skirted formation about 10 miles North. CLAXTON IPD radio developed trouble and MASSEY took over IPD.net reports for group. At 1941I bogey to the South had closed to "220°(T) - 4 miles" then opened out again rapidly to 12 miles. At 1941I bogey to North was at "060°(T) - 9 miles", closing, then at, "065°(T) - 7 miles" (about 070° relative). MASSEY told CASCU to keep planes clear 10 miles to North of formation, as it was seen that the raid was closing fast and the CAP might get in the line of fire. Plane started straight in on starboard beam in shallow dive. MASSEY opened fire at 6,000 yards. The bogey was hit early and glowed with a bright orange light. Shortly thereafter it heeled over sharply and crashed in a steep dive. The Commanding Officer thought the STODDARD was assisting on this one, but the latter disclaimed. Personnel in after control station claim to have observed another plane crash on the starboard beam just before plane at which MASSEY fired caught afire. It is possible that the STODDARD splashed this one or possibly the support craft. While MASSEY had been firing at #2, #3 had started a slow weaving run in from about "040°(T) - 10 miles" and Combat had ordered automatic weapons to watch him. He had closed to 5 miles then delayed, then closed to about 7500 yards by the time Control ceased firing on #2. Control was quickly shifted to #3 and opened fire on him at 6,000 yards with main battery and automatics. Plane approached to 4500 yards, when he was hit and a few small shreds of burning material were seen to fall. #3 turned back straight away and fire was ceased at 7,000 yards. Planes speed dropped off and plane lost altitude as it was tracked out to 12,000 yards and disappeared. One director operator claimed to see the splash. Visibility by this time was very limited and darkness was setting in.

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6 June (continued) - #5 plane opened out South to 15 miles then headed East, was tracked over to within 10 miles of Southwestern edge of Okinawa, where he orbited, then headed straight West just South of Kurama Retto, while night fighters were directed after him. He generally followed the island chain fairly closely and was last seen on bearing 275°(T) at 54 miles on course 250°(T), speed 150.

Support craft claimed to have shot down two planes during both shoots. Destroyers reformed and resumed patrolling station. Radar screens were clear and all CAP and RPP planes were sent to land.

At 1940I during attack MASSEY had passed a man, wearing a lifejacket, in the water. It later developed that two men were missing from the ships at Radar Picket #9 and another ship had also sighted a man. A search was instituted in which the support craft, directed by C.I.C. plots of destroyers, recovered the men.

At 2059 secured from General Quarters and set regular condition watch when all enemy planes clear of area. CAP and Radar Picket Patrol were sent to base. 2117 Held quarters for muster of personnel; all present and accounted for. During last firing 17.22 radar went out of commission. Attempts to effect repairs were ineffective. It was decided to investigate thoroughly at daybreak.

Comments on AA Action of this Date.

The net results of this evening's attack were: Eight of the nine or more attacking planes were shot down by the destroyers and support craft combined. No casualties to personnel or ships. Both CLAXTON and MASSEY had one near miss.

Because of the late warning and presence of the cloud formations during the first attacks neither the CAP or RPP could be effectively used. Unfortunately prior to the second attack the CAP and RPP had been ordered to land, after screens had been clear for a time. However, since the second attack, also, was picked up at close range and in the poor light, it is doubtful if the CAP would have been very effective if present.

During these raids both SG and SC-4 radar were depended on heavily for possible information. Both did an excellent job in their alternate turns, as information became available to the SG at extremely low altitudes, to the SC at higher altitudes and close in. In this task both performed in an outstanding manner. Lookouts and control personnel were called on also to keep track of and especially to differentiate between friendly and enemy planes.

The MASSEY claims two Zekes and one Val destroyed by gunfire, unassisted, plus one assist with STODDARD on one Zeke and a strong probably on unidentified bogey last fired at, and which is believed to have crashed at 12,000 yards, after turning away. Positive confirmation of kill is lacking in this case. MASSEY also fired at Oscar which narrowly missed CLAXTON but no credit is claimed, as our fire on this plane was not effective in breaking up attack.

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6 June (continued) - The Commanding Officer believes that a formation of suicide planes will generally try to close ships, unprotected by CAP, as close as possible before splitting up for individual attacks and decoy runs. It is therefore recommended that, when such an attack appears to be developing, the OTC open up at 12,000 yards or more with the aim of breaking up the formation and making the attackers start their runs at longer range. The criss-cross tactics employed by these groups at eight to ten thousand yards were confusing and resulted in both cross fire and reduced firing time with five inch battery because of indecision as to which bogies were actually attacking own ship. Earlier opening of fire by one ship might precipitate the attack and permit other ships more time in which to track and select the proper targets.

	Latitude	Longitude	Zone time
0800	26°-01.5'N	126°-51.5'E	Minus 9.
1200	25°-56.5'N	126°-56.7'E	
2000	26°-00.4'N	126°-57'E	

Ammunition expended this date:

59 rounds 5"/38 AA Common
258 rounds 5"/38 VT
317 rounds 5"/38 SPDN 6943 Powder
1376 rounds 40MM HEI and HEIT
3150 rounds 20MM

7 June - Patrolling on Radar Picket Station #9 in company with CLAXTON (OTC and FD Ship), STODDARD, and support craft. No fighter cover present. At 0302 exercised crew at General Quarters for possible air attack; secured at 0327 when plane left vicinity without coming within firing range. At 0417 sighted floating flare to port at distance of 2000 yards. CLAXTON investigated; results negative. 0537 Radar Picket Patrol of 2 Corsairs arrived on station. At 0549 CAP of 8 Corsairs arrived. At 0630 exercised crew at General Quarters when possible air attack developed; secured at 0715 when area clear of enemy planes. 0745 Upon direction of OTC in CLAXTON, MASSEY assumed control of Radar Picket Patrol (2 Corsairs). 0800 Mk. 22 radar back in commission. Casualty had been two leads in high voltage supply broken by shock. Repaired by ship's force. At 1137 one Corsair of CAP returned to base with hydraulic casualty. At 1314 sounded General Quarters for possible air attack. At 1320 CAP of eight Corsairs relieved by eight F6F's; Radar Picket Patrol of two Corsairs relieved by two Corsairs. 1402 Exercised crew at General Quarters for possible air attack; secured when enemy planes clear of area. At 1417 WADSWORTH relieved CLAXTON and assumed Fighter Director duties in accordance CTG 31.5 despatch 062255; MASSEY assumed OTC. 1421 MASSEY, upon request, returned Radar Picket Patrol planes to WADSWORTH. At 1428 formed destroyers in column; distance 800 yards; order of ships MASSEY, WADSWORTH, and STODDARD.

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7 June (continued) - At 1630 CAP of eight F6F's relieved by eight Corsairs. Air cover present: CAP of eight Corsairs, Radar Picket Patrol of two Corsairs. At 1840 Exercised crew at General Quarters for evening alert. Commencing at about 1850 there appeared to be a flurry of air activity by single Jap planes and small groups in the vicinity of Kume Shima and to westward thereof. The Radar Picket Station #9 group tracked several bogies into Kume Shima and also picked up several coming from Kume Shima, all flying very low. One Val was reported by the CAP flying right on the water about two miles south of Kume Shima; about a minute later the CAP reported this Val had splashed himself by dipping his wheels in the water. Speed was increased and ships maneuvered to keep possible threatening bogies on good firing bearings. At 1926 MASSEY reported bogey to WADSWORTH "285°(T) - 25 miles" and maneuvered ships to place attacking planes on beam; Control was designated on target by Combat. WADSWORTH reported bogey closing to be two planes; bogey at "285°(T) - 21 miles" closing. Control in tracking had determined altitude to be 2500 feet. At 1929 MASSEY passed to WADSWORTH "Bogey angels are 2.5, speed 240". WADSWORTH directed CAP to go down. At 1930 WADSWORTH reported sighting low on water - twin engine plane. Control verified. At 1931 plot was merged. At 1932 WADSWORTH reported Tally Ho by CAP. MASSEY control reported twin engine plane with two CAP right behind had just dropped bomb. At 1933 increased speed to 28 knots. At 1933 WADSWORTH reported "Bogey now at 296°(T) - 8, with 4 CAP on him". At 1934 MASSEY reported "Bogey 292°(T) 5, closing fast". At 1934 CAP splashed one twin engine Jap bomber. At 1935 possible bogey reported by MASSEY at "270°(T) - 25, high", which failed to develop into anything definite. At 1940 screens reported clear by all ships; slowed to normal patrol speed and resumed patrol. At 1943 WADSWORTH reported "Fighters report on splash, a Nick". Several other bogies reported in vicinity, but failed to come into gun range; one turned out to be a friendly night fighter. At 2000 returned CAP and RPP to base. At 2245 a high flying plane dropped window and flares on port quarter at about 5000 yards but did not come within firing range. Bogies appeared in area intermittently throughout the night. During day MASSEY SC antenna train system developed defect which caused general binding effect. MASSEY requested that she be relieved next day and given 24 hours at anchor in port to repair defective system, to avoid possibility of its freezing and rendering SC inoperative. MASSEY could also fuel and provision at this time.

	Latitude	Longitude	Zone time
0800	26°-03'N	126°-50.8'E	Minus 9.
1200	25°-58.4'N	126°-54.1'E	
2000	26°-02.5'N	126°-51'E	

8 June - Patrolling station on Radar Picket Station #9, Southwest of Okinawa, Shima, ships present: MASSEY (OTO), WADSWORTH, and STODDARD and four support

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8 June (Continued) - craft (LCS). No fighter cover present on station. At 0533 two Corsairs reported for duty as Radar Picket Patrol, eight Corsairs reported as CAP. At 0815 CAP of eight Corsairs was replaced by four Corsairs and four Thunderbolts. At 1045 CAP was relieved by eight Corsairs, and Radar Picket Patrol by two Corsairs. At 1113 PICKIN and MOALE relieved STODDARD and MASSEY on station. In accordance CTG 31.5 despatch 071117 and CDS 49 despatch 080210, MASSEY proceeded to Kerama Retto for 48 hours at anchor availability to effect repairs to SC antenna train system, replenish ammunition, and to provision and fuel ship. At 1320 went alongside and fueled from BRAZOS. Secured SC radar and commenced repairs to antenna system assisted by technicians from ZARIAH. Alongside AKUTAN at 1525 to replenish ammunition. 1830 Having loaded ammunition to full allowance, got underway and proceeded to anchor in Berth K-16 of Kerama Retto. At 2030 commenced making smoke in compliance CTG 31.15 orders; ceased making smoke at 2035.

	Latitude	Longitude	Zone time
0800	25°-59'N	127°-00.5'E	Minus 9.
1200	25°-59.7'N	127°-05.5'E	
2000	Anchored Berth K-16, Kerama Retto.		

9 June - At anchor in Berth K-16, Kerama Retto on availability in accordance CTG 31.5 despatch 071117, effecting repairs to SC antenna train system. Difficulty appears to lie in meshing of train gears in pedestal because of faulty alignment of gears. At 1920 Chaplain Kelly, Lieutenant, (ChC), USNR, of CASCADE held divine services on fore-castle.

	Latitude	Longitude	Zone time
			Minus 9.
	Anchored Berth K-16, Kerama Retto.		

10 June - At anchor in Berth K-16, Kerama Retto. Repairs to SC antenna train system and logistics completed. At 0707 underway and proceeded out of Kerama Retto to Hagushi Beach area in accordance CTG 31.5 despatch 090205, and reported ready for sea in MASSEY despatch 1007401. At 0859 anchored in Berth H-176, Hagushi Beach Transport Area. At 0920 Commanding Officer left ship for a conference with CTG 31.5 in the PANAMINT, returning at 1027. At 1155 in accordance ComAirSupportUnit, FifthAmphibiousForce, Pacific Fleet, received Fighter Director personnel (2 officers, 6 enlisted) on board for temporary duty in connection with fighter direction. At 1918 exercised crew at General Quarters on approach of enemy aircraft in vicinity; secured at 1959 when area cleared of enemy aircraft.

	Latitude	Longitude	Zone time
0800	26°-19.7'N	127°-30.6'E	Minus 9.
1200	Anchored Berth H-176, Hagushi Beach Transport Area.		
2000	Anchored Berth H-176, Hagushi Beach Transport Area.		

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11 June - Anchored in Berth H-176, Hagushi Beach Transport Area, Okinawa Shima. At 1217 in compliance CTG 31.5 visual despatch 110230, underway and proceeded to Radar Picket Station #9 to relieve WADSWORTH as picket ship. At 1518 relieved WADSWORTH as Fighter Director ship on Radar Picket Station #9; ComDesRon 49 in PICKING is OTC; PICKING, MASSEY on port quarter and MCALP on starboard quarter of PICKING in an equilateral triangle formation, distance 1000 yards, patrolling on courses 030°-210°(T) at 15 knots. Support craft (4 LCS) are about 3000 yards to southwest. CAP present eight Corsairs; Radar Picket Patrol of two Corsairs. At 1638 exercised crew at General Quarters for possible air attack; interceptions proved to be a C-54. Secured from General Quarters at 1657. Identified two friendly planes and sent them to base. 1701 General Quarters for possible air attack; interception identified as friendly patrol plane. At 1821 secured from General Quarters. At 1845 exercised crew at General Quarters for evening alert. At 1912 all CAP and RPP departed stations for base. Another typhoon is reported forming to South, will probably pass Okinawa to West. Received CTG 31.5 despatch 110937 ordering all OTC's of picket stations to, unless otherwise directed, leave stations and with all ships in company proceed to be at Okinawa outer screen at daybreak. Received CTG 31 despatch 110525 making Typhoon Plan William effective.

	Latitude	Longitude	Zone time
0800	Hagushi Beach, Okinawa.		Minus 9.
1200	Hagushi Beach, Okinawa.		
2000	25°56.2'N	126°51.8'E	

12 June - Patrolling Radar Picket Station #9 as fighter director ship on courses 030°(T) and 210°(T), speed 15 knots, in company with U.S.S. PICKING (CDS49 and OTC) and U.S.S. MCALP. Support craft (4 LCS) are to southwest. No fighter cover present on station. At 0230 all ships on Radar Picket Station #9 departed station in company and proceeded in route to Hagushi Beach in accordance CTG 31.5 despatch 110937. 0555 ComDesRon 49, in PICKING, and MCALP departed formation to proceed to Kerama Retto in accordance CTG 31.5 despatch 112049. By same despatch and by ComDesRon despatch 120559 Item MASSEY to proceed to Hagushi and report to CTG 31.5, having support craft report to CTU 32.9.11. Proceeding to Hagushi. At 0559 received orders over TBS from ComDesRon 24 in ANTHONY to rendezvous with ANTHONY AND WALKER outside Hagushi Transport Area at 0700 Item. At 0700 Item CDS 24 informed MASSEY that she was to proceed for duty with ANTHONY and WALKER to Radar Picket Station #9. At 0725 rendezvoused with ANTHONY and WALKER and informed ANTHONY of location, composition and disposition of support craft. At 0748 Received guard mail from ANTHONY and then took station astern of ANTHONY. MASSEY assumed fighter director duty. At 1050 arrived on Radar Picket Station #9. No surface support craft on station; CAP consists of eight F4U's; Radar Picket Patrol of two F4U's. At 1150 Exercised crew at General Quarters for possible air attack. Plane was identified by CAP as C-54.

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12 June - (Cont'd.)

At 1217 secured from General Quarters. At 1417 LCS 117 (SOP of support craft), LCS 12, and LCS 129 reported on station for duty and were stationed 2000 yards to southwest. During afternoon and evening several enemy planes reported in area at long ranges; investigated two contacts who turned out to be friendly fighters during afternoon. At 1845 General Quarters for evening alert. At 1955 CAP and Radar Picket planes returned to base. At 2011 secured from General Quarters. Weather conditions have improved considerably and are now normal - danger of typhoon has passed. Typhoon track was well to West, over Formosa and appeared to be headed for lower Kyushu.

	Latitude	Longitude	Zone time
0800	26°19'N	127°35.6'E	Minus 9.
1200	25°58.5'N	126°55.5'E	
2000	26°01.5'N	126°57.2'E	

13 June - Patrolling Radar Picket Station #9 as fighter director ship in company ANTHONY (ComDesRon 24 is OTC) and WAIKE. LCS 117 (SOP of support craft), LCS 12, and LCS 129 on station. At 0600 eight Corsairs reported as CAP, and two Corsairs as Radar Picket Patrol. Weather clearing during day, sky broken. The day was quiet, probably because of the typhoon weather's passing in vicinity of Kyushu. No enemy planes definitely plotted in area. At 1840 exercised crew at General Quarters for evening alert. At 2020 Secured from General Quarters.

	Latitude	Longitude	Zone time
0800	25°59.2'N	126°58.2'E	Minus 9.
1200	25°59'N	126°59.5'E	
2000	26°05'N	126°54'E	

14 June - Patrolling Radar Picket Station #9, Southwest of Okinawa, MASSEY is fighter director ship in company with ANTHONY (CDS 24 is OTC), and WAIKE, and 3 support craft (LCS). No fighter cover present on station. At 0550 CAP of three Corsairs and four Thunderbolts arrived on station. At 0740 exercised crew at General Quarters for possible air attack when contacted possible enemy plane at "320°(T)-12 miles". Secured when CAP identified as friendly TBF. At 0940 went to General Quarters for another possible enemy plane at "160°(T)-16 miles," CAP identified it as friendly FRM. At 1045 CAP was relieved by eight P-47's. At 1131 went to General Quarters when high flying bogey came into vicinity; secured upon his leaving. At 1305 eight Corsairs relieved the eight P-47's as CAP, and two more Corsairs relieved the two RPP Corsairs. At 1813 four P-47's and four Corsairs relieved the eight Corsairs CAP. At 1841 went to General Quarters for evening alert; evening quiet, secured at 2020. Noted leak in fire control rangefinder optic system, escape of gas. Reported this to CTG 31.5 in dispatch 131055Z and requested one day's availability to repair on next trip to Kerama Retto. MASSEY scheduled to be relieved by GAINARD in morning by CTG 31.5 dispatch 141231.

	Latitude	Longitude	Zone time
0800	26°01'N	126°58.2'E	Minus 9.
1200	26°04.5'N	126°52.5'E	
2000	26°04'N	126°56.7'E	

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15 June - Patrolling station on Radar Picket Station #9, Southwest of Okinawa Shima, in company with ANTHONY (CDS 24 is OTC) and WALKER, three ICS present as support craft. At 0530 eight Corsairs reported on station as CAF, and two Corsairs reported as Radar Picket Patrol. 0852 GAINARD relieved MASSEY as fighter director ship on Radar Picket Station #9. MASSEY proceeded to Kerama Retto for logistics replenishment and for 48 hours at-anchor availability in accordance CTG 31.5 despatch 141231. At 1052 moored alongside ELK and fueled ship. At 1236 got underway and proceeded to anchor at 1308 in Berth K-59, Kerama Retto. Commenced repairs on fire control optics and stable element overhaul.

	Latitude	Longitude	Zone time
0800	26°-05.7'N	126°-55.2'E	Minus 9.
1200	Kerama Retto Anchorage.		
2000	Kerama Retto Anchorage.		

16-17 June - At anchor in Kerama Retto continuing repair to fire control optics gas system and stable element and doing other minor repairs, such as cleaning one boiler's watersides, renovating lube oil, cleaning oil sumps, etc. On 16th at 0945 Father Stott from Mona Island said Mass in MASSEY. Also during time in took advantage of opportunity to send two recreation parties ashore on new recreation grounds on Zamami Shima, for first recreation party since 12 March in Tulagi. Anchored in berth K-59, Kerama Retto.

	Latitude	Longitude	Zone time
	Anchored Berth K-59, Kerama Retto.		Minus 9.

18 June - At anchor in Berth K-59, Kerama Retto, Okinawa Gunto. Repairs to stable elements and gassing of rangefinder completed. At 0754 got underway and proceeded out of Kerama Retto to Hagushi Beach in accordance CTG 31.5 despatch 161430 Item of June. At 0939 anchored in Berth H-159, Hagushi Beach Transport Area. At 1804 got underway and shifted to berth H-160 in compliance CTG 31.5 despatch 181745 Item. At 2000 exercised crew at General Quarters and made smoke when directed upon approach of enemy aircraft from North. At 2017 secured from General Quarters when area was cleared of enemy aircraft.

	Latitude	Longitude	Zone time
0800	Underway in Kerama Retto.		Minus 9.
1200	Anchored Berth H-159, Hagushi Beach.		
2000	Anchored Berth H-160, Hagushi Beach.		

19-20 June - At anchor Berth H-160, Hagushi Beach. Remained at anchor 19 June and 20 June awaiting further orders. At 2330 Item on 20th received orders by ComDesRon 23 despatch 201415Z to get underway at 0430 Item, 21 June and form AA screen of which ComDesRon 23 in PICKING is to be OTC.

	Latitude	Longitude	Zone time
0800	Hagushi Beach Anchorage.		Minus 9.
1200	Hagushi Beach Anchorage.		
2000	Hagushi Beach Anchorage.		

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21 June - At anchor Berth H-160, Hagushi Beach Transport Area, Okinawa Shima. At 0421 got underway in accordance ComDesRon 23 despatch 201415Z and proceeded to take station #8 counting from North in A1 screen 1000 yards to West of anchorage. Ships in screen from North to South - SPRCKSKN, PICKING, COPTON, WADSWORTH, BOYD, AUSBURNE (CDS23 - OTC), CAPETER, MASSEY, H.E. HUBBARD, and LOWRY, distance between ships 2000 yards. Patrolling at 10 knots speed following movements of OTC in AUSBURNE. At 0830 the BROWN took station #10 in screen and LOWRY shifted to #11. At 1007 MASSEY and BOYD proceeded to Kerama Retto in accordance CTG 31.5 despatch 210106Z to fuel ship, then return to Hagushi Beach. At 1200 moored alongside CAHABA and commenced taking on fuel. At 1253 cast off from CAHABA and proceeded out of Kerama Retto toward Hagushi Beach. At 1440 received orders by CTG 31.5 despatch 210135 to proceed to Radar Picket Station #15 by one hour before sunset and relieve WILLARD KEITH who was to return to Kerama Retto at day break. At 1750 joined Radar Picket Station #15 group, Northwest of Okinawa Shima, and took station #4 in CDS 24 cruising disposition, MASSEY in station #4, patrolling in company with ANTHONY (CDS24 - OTC and guide) in station #1, DYSON (Fighter Director Ship) in station #2, and WILLARD KEITH in station #3; DYSON and WILLARD KEITH 600-1000 yards on port and starboard quarters respectively of ANTHONY, MASSEY astern of ANTHONY 1000 yards on port quarter of KEITH. At 1845 exercised crew at General Quarters for evening alert. At 2122 secured from General Quarters. Weather is fair with good visibility, sky has few clouds, moon bright. At 2132 went to General Quarters when enemy plane reported in vicinity by SC radar; later identified as friendly. At 2238 exercised crew at General Quarters when numerous raids appeared to be closing from the North. At 2244 the first raid to come down was at "350(T) - 9 miles" at altitude 1000 feet which was further reduced to below 200 feet as plane came about 5 miles from MASSEY. In quick succession other enemy planes followed and at midnight MASSEY was still at General Quarters with many enemy planes in vicinity although none were attacking us.

	Latitude	Longitude	Zone time
0800	26°-19'2"N	127°-40.6'E	Minus 9.
1200	Kerama Retto Anchorage.		
2000	27°-05'N	127°-35.4'E	

22 June - Steaming on radar Picket Station #15, Northwest of Okinawa Shima in company with ANTHONY (CDS24 - OTC and guide), DYSON (Fighter Director Ship), and WILLARD KEITH in CDS 24 special disposition with ANTHONY (guide), DYSON 1000 yards, 60° on port quarter of ANTHONY and KEITH's port quarter. Support ships are four LCS. Radar Picket Station #15 and #16 have had numerous air raids in vicinity since 2130. Station #16 has taken a number under fire; none have made sufficiently threatening approach or come within less than 4 miles of ships on station #15. Therefore fire has been withheld. MASSEY

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22 June (continued) - has passed on information of enemy planes including altitude, course, and speed to Fighter Direction Ship for passing on to night fighter control stations. At 0150 enemy plane came within five miles bearing "330°(T) - 5 miles" then turned South and was again seen at "265°(T) - 5 miles". Group was prepared to take plane under fire if approach continued, when plane changed course and opened fast. At 0230 secured from General Quarters when area clear of enemy planes. This group of raids lasted for approximately four hours during all of which time at least one plane was within threatening range. During this time at least twenty separate raids, totalling approximately forty planes, passed in vicinity. The raids were characterized by a slow deliberate reconnaissance or snooper approach, then various attempts at sneak runs, especially on station #16, which was about 30 miles to southwest. Altitudes were greatly varied, ranging from that of one who came in at 200 feet to that of one who came in at approximately 22,000 feet; individual planes also varied altitude frequently, one alternately climbing to 6,000 feet then dropping to 700 feet, frequently dropping window. One of the most striking features of these raids was the extremely low speed used by at least half of them; MASSEY tracked several with fire control gear at speeds of 80 knots to 95 knots; air plots revealed many making these low speeds. Some planes made this low speed only intermittently while snooping, others used it throughout their run. The low speed plus the varying altitudes was evidently troublesome to the night fighters, who tonight bagged only three planes although they trailed many raids. Frequent "overshooting" and "going outside" were noted in the air plot. Okinawa was little harassed if at all by the above raids of which only a few went more than thirty five miles below Radar Picket Station #15. It was considered that, with good reconnaissance information being returned by the night snoopers to their home bases, a little more powerful than usual group of visitors would visit Radar Picket Station #15 and #16 in the morning. At 0310 the WILLARD KEITH left the formation to proceed to Kurama Retto and MASSEY went to station #3, 1000 yards, 60° on the starboard quarter of ANTHONY. At 0550 a CAP of thirteen Corsairs and a Radar Picket Patrol of two Corsairs reported on station for duty. At 0625 three additional Corsairs arrived to join the CAP. At 0749 exercised crew at General Quarters upon approach of enemy planes from the North. Many small groups of two to four planes and one larger group of sixteen planes approached, CAP of Radar Picket Station #15 was split into two groups of eight each, DYSON controlling one, MASSEY controlling other. Numerous raids came in at various altitudes and speeds and in various numbers; about forty planes making up about fifteen raids in all. By 0905 area was clear of enemy planes, most of which had been shot down. Twenty-nine planes were reported to have been shot down by CAP on all stations. A "Well Done" was given ships and planes on Radar Picket Station #15 and #16 by ComTaskForce 31. At 0925 secured from General Quarters. At 1040 MASSEY returned CAP to DYSON for control. At 1155 CAP

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22 June (continued) - reduced to eight planes (Corsairs). At 1839 exercised crew at General Quarters for evening alert. MASSEY was notified by DYSOM that a PBM picket would be established to Northeast and was ordered to control its flight. At 2013 secured from General Quarters. At 2030 checked with PBM who was proceeding to radar picket station. At 2135 checked with PBM picket on station. At 2225 exercised crew at General Quarters for possible air attack. Several groups approaching simultaneously from North, night fighter in vicinity was vectored out. At 2235 PBM picket reported enemy plane "0700(T) - 21" from group. At 2238 three raids passed at distances from eight to seventeen miles West from picket group with night fighter following. At 2243 observed night fighter shoot down plane to South. At 2253 flare or pyrotechnic bomb burst about 12 miles to South in vicinity of enemy planes and radar, at same time, picked up window at point of pyrotechnics display. Shortly afterwards night fighter shot down another plane. Speeds of a number of the planes were again slow tonight - however, night fighters made slower and more deliberate approaches. Night fighters around Okinawa accounted for eight kills this evening. A very large amount of window was used throughout the evening and appeared more persistent than usual. At 2346 secured from General Quarters when area clear of enemy planes.

	Latitude	Longitude	Zone time
0800	27°-07'N	127°-38'E	Minus 9.
1200	27°-05'N	127°-39.5'E	
2000	27°-04'N	127°-39'E	

23 June - Patrolling Radar Picket Station #15 in company ANTHONY (CDS 24 - OTC and guide), and DYSOM (Fighter Director Ship). Four LCS present as support craft. MASSEY is controlling PBM picket plane to Northeast. At 0600 secured guard on PBM picket plane. At 0645 CAP of eight Corsairs and Radar Picket Patrol of two Corsairs on station. At 0705 sounded General Quarters for possible air attack. At 0717 secured from General Quarters when area clear of enemy planes. Received notification by CTG 31.5 despatch 230209Z that MASSEY and ANTHONY, upon being relieved on station by AULICK and BOYD this afternoon, would proceed from Radar Picket Station #15 to Kerama Retto. At 1720 while enroute to Kerama Retto received call from BROWN stating that she was in berth K-85 in Kerama Retto and requested transfer of fighter director team by coming alongside. Moved alongside BROWN at 1807 and transferred fighter director personnel to BROWN. At 1824 underway and came alongside CUYAMA at 1913 to fuel. At 1956 underway to anchor at 2007 in Berth K-15, Kerama Retto. Received CTF 34 despatch 230625 of June 1945, ordering MASSEY to CTU 31.29.19 for duty and to proceed to Leyte, P.I. in company with other ships of CTU 31.29.19 leaving Okinawa at 1700 Item June 24, 1945. CTU 31.29.19 is Captain E.W. Young in ANTHONY.

	Latitude	Longitude	Zone time
0800	27°-06.5'N	127°-37.5'E	Minus 9.
1200	27°-08.8'N	127°-46.5'E	
2000	Kerama Retto Anchorage.		

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24 June - Anchored in Kerama Retto, Berth K-15. At 0653 underway and proceeded from Kerama Retto to Hagushi Beach in accordance CTG 31.5 despatch 231218. At 0920 anchored in Berth H-139, Hagushi Beach Transport Area. At 1552 underway on signal from CTU 31.29.19 and formed column with other ships of Task Unit enroute to San Pedro Bay, Leyte Gulf, Philippine Islands. CTU 31.29.19 and OTC is Captain E. W. Young, U.S. Navy, ComDesRon 24, in ANTHONY. Order of ships in column: ANTHONY (ComDesRon 24), WADSWORTH, MASSEY, BEALE, VAN VALKENBURG, JAMES C. OWENS, WILLIARD KEITH, and ALLEN. At 1932 formed ODS 24 special cruising disposition. Ships of each division formed on circle ONE; Division 48 guide bearing 270° relative, distance 2 miles from Division 47 guide. Ships of Division 47 stationed as follows: #1-1000 ANTHONY (OTC); #2-1270 MASSEY; #3-1090 WADSWORTH; #4-1180 BEALE. DesDiv 48 disposed as follows: #1 - VAN VALKENBURG, #2 - J.C. OWENS, #3 - W. KEITH, #4 - ALLEN.

	Latitude	Longitude	Zone time
0800	26°-18.7'N	126°-24.4'E	Minus 9.
1200	Anchored Berth H-139, Hagushi Beach.		
2000	25°-45.5'N	127°-29'E	

25 June - Steaming enroute Okinawa Area to San Pedro Bay, Loyte Gulf, Philippine Islands in company with other units of Task Unit 31.29.19.

	Latitude	Longitude	Zone time
0800	23°-10.8'N	127°-22.5'E	Minus 9.
1200	21°-30.2'N	127°-12'E	
2000	19°-34.8'N	127°-00.9'E	

26 June - Steaming enroute Okinawa Area to San Pedro Bay, Loyte Gulf, Philippine Islands in company with other units of Task Unit 31.29.19. At 0945 fired monthly test of special ammunition with other ships of Task Unit; results fair. A large number of duds and prematures were present in the lots tested. At 1013 ceased firing, having expended 48 rounds of ammunition. At 1330 held flag hoist drill, and at 1430 held steering casualty drill.

Ammunition expended:

48 rounds 5"/38 VT projectiles

	Latitude	Longitude	Zone time
0800	16°-40.8'N	126°-40.4'E	Minus 9
1200	15°-40.5'N	126°-32.0'E	
2000	13°-43'N	126°-18'E	

27 June - Steaming enroute Okinawa Area to San Pedro Bay, Loyte Gulf, Philippine Islands with other units of Task Unit 31.29.19. At 0550 sighted land on starboard bow. At 0653 changed formation to column in normal order. At 0907 entered Leyte Gulf through Sunigao Straits. At 1103 entered San Pedro Bay. At 1220 in accordance ComDesPac Representative, SoPac, 7th Fleet, despatch 270051, anchored in Berth 35. At 1352 Captain departed for USS ANTHONY for

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27 June (continued) - conference and returned at 1425. MASSEY assigned to SIERRA (AD-18) for availability on RFS at 0000, 1 July basis.

	Latitude	Longitude	Zone time
0800	10°-43'N	126°-00'E	Minus 9.
1200	San Pedro Bay, Leyte Gulf, Philippines Islands.		
2000	Anchored Berth 35, San Pedro Bay, Leyte Gulf, Philippine Islands.		

28 June - Anchored in Berth 35, San Pedro Bay, Leyte Gulf, Philippine Islands carrying out at-anchor availability, provisioning ship, and replenishing stores. On 29 June the Captain attended conference with CDS-24 in ANTHONY covering screening plans and sortie plans in next operation. On 30 June underway and fueled ship from IX-142 then returned to Berth 35 and anchored. At 0910, 30 June the Captain left ship to attend a conference with CTF 33 on the USS GUAM (CB-2). ComDesRon 24 and all ships which accompanied him from Okinawa Shima are assigned to Task Force 33 in accordance with CTF 31 despatch 230625 of June 1945 and are to be on RFS and on four hours notice beginning 0000, 1 July 1945. ComTaskForce 33 is Rear Admiral Low, U.S.Navy, ComCruDiv 12 in USS GUAM (CB-2) (Flagship). During forenoon of 30 June, during a routine test a power transformer in the 30 K.C. stack failed and 30 K.C. stack was placed out of commission until replacement transformer available. ComDesRon 24 and ComSerRon 10 notified of casualty. MASSEY reported ready for sea with only 14 K.C. second stack in operation by MASSEY despatch 300640 of June 1945.

28 June	Anchored Berth 35, San Pedro Bay, Leyte	Zone time
29 June	Gulf, Philippine Islands.	Minus 9.
30 June		

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REG. NO 384 88
F. S. NO
R. C. E. T. NO 50

DB778/ A12-1
0105

1 August 1945.

DECLASSIFIED

Recorded

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of July, submission of.

Reference: (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) ALLNav 176 of 1943.
(d) PacFlt ltr 10L-43
(e) PacFlt conf. ltr 10L-45.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of July 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

an Alarice
C.W. ALDRICH

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WAR DIARY FOR THE MONTH OF JULY 1945.

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- 1 July - The U.S.S. MASSEY (DD-778) Commander Charles W. Aldrich, U.S. Navy, Commanding, is in Destroyer Division 132 of Destroyer Squadron 66 of Destroyers Pacific Fleet, of the United States Navy. The U.S.S. MASSEY is temporarily under the operational command of Commander Destroyer Squadron 24, Captain E. W. Young, U.S. Navy, in the U.S.S. ANTHONY (DD-515). Commander Destroyer Squadron 24 and all ship accompanying him are assigned to Commander Task Force 33, Rear Admiral Low, U.S. Navy, Commander Cruiser Division 16 in U.S.S. GUM (CG 2). MASSEY is anchored in berth 35, San Pedro Bay, Leyte, Philippine Islands, R.E.S. and on four hours notice.
- 2 July - Anchored in San Pedro Bay, Leyte, P. I. At 0900 the Commanding Officer attended a conference aboard the ANTHONY, flagship of ComDesRon 24. DesRon 24 placed on 24 hours notice by ComDesRon 24 dispatch 030315.
- 3 July - Anchored in San Pedro Bay, Leyte, P. I.
- 4 July - Anchored in San Pedro Bay, Leyte, P. I. At 1300 the Commanding Officer attended a conference aboard the ANTHONY, flagship of ComDesRon 24.
- 5 July - At 0515 MASSEY got underway and proceeded in company with WADSWORTH and REMLE to firing berths south of San Pedro Bay for scheduled towed sleeve anti-aircraft practice. At 0800 commenced anti-aircraft firing practice. ALASKA (CG 1) and GUM (CG 2) joined destroyers on station and participated in practice. At 1430 destroyers secured from firing exercise and proceeded to return to port. MASSEY topped off fuel tanks alongside YO upon arrival to port. At 1741 anchored in berth 47, San Pedro Bay, Leyte, P. I.
- 6 July through 11 July - Anchored in San Pedro Bay, Leyte, P. I.
- 12 July - At 0700 underway to top-off fuel tanks from YO 145. At 0816 anchored again in berth 47.
- 13 July - At 0600 U.S.S. MASSEY got underway to sortie with Task Force 33. Task Force 33 (Rear Admiral Low, U.S. Navy) is composed of CruDiv 12, CruDiv 16, and DesRon 24 less BACHE, WILLIAMS; plus J.C. CHES, MASSEY and WILLARD KEITH. At 0700 began sonar sweep off San Pedro Bay, swept channel in accordance with sortie plan in PacFlt Tactical Bulletin 3-42. At 0830 MASSEY took station #3 in anti-submarine screen of CTF 33's cruising formation 601. After clearing Leyte Gulf, the task force engaged in drone and towed sleeve anti-aircraft practice in which all ships participated. At 1500 all ships fired a day surface exercise using a towed sled target. At 1900 all ships participated in a night surface practice firing, using a towed sled target. At 2100 secured from training exercises and formed cruising formation. Destination for the task force is Okinawa, Nansei Shoto. Note: In accordance with CinCPac top secret dispatch 111153, Task Force 33 is hereby re-designated Task Force 95.

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13 July continued -

	Latitude	Longitude	Zone time
0800	10°-54.9'N	125°-14.3'E	Minus 9.
1200	10°-32.0'N	125°-58.2'E	
2000	11°-20.0'N	126°-47.0'E	

14 July - Steaming as before. MASSEY participated in tactical exercises and AA coordination drill as ordered by the CTC.

	Latitude	Longitude	Zone time
0800	13°-42.0'N	126°-52.0'E	Minus 9.
1200	14°-42.0'N	127°-04.0'E	
2000	16°-47.0'N	127°-26.0'E	

15 July - Steaming as before. At 0915 MASSEY fueled from CLEVELAND as all destroyers were fueled by the cruisers. At 1227 when all destroyers had been fueled by the cruisers, the task force resumed the base course for Okinawa.

	Latitude	Longitude	Zone time
0800	19°-56.0'N	127°-55.0'E	Minus 9.
1200	20°-41.0'N	127°-20.0'E	
2000	22°-40.2'N	127°-40.0'E	

16 July - Steaming as before. Task Force 95 entered Buckner Bay in accordance with entry plan in PacFlt Bulletin 3-42 and MASSEY anchored in berth B-137, Buckner Bay, Okinawa. At 0832 WADSWORTH moored alongside to starboard. At 0956 MASSEY got underway to fuel alongside MASAKA. At 1138 MASSEY moored starboard side to WADSWORTH in berth B-131 and remained on four hours notice in accordance with CTF 95 dispatch 152345. At 1720 underway to sortie with DesRon 24 in accordance with CDS 24's 1617I. At 1935 Task Force 95 formed in cruising disposition and proceeded to carry out CTF 95 OpOrder 8-45.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima		Minus 9.
1200	Buckner Bay, Okinawa Shima		
2000	26°-02'N	127°-55.5'E	

17 July - Steaming as before. At 0640 went to General Quarters on the approach of an unidentified aircraft. At 0656 secured from General Quarters when the plane was visually identified as friendly. At 1235 went to General Quarters on the approach of an unidentified aircraft. At 1247 secured from General Quarters after visually identifying the plane as friendly. At 1905 MASSEY arrived on radar picket station #2, in accordance with CDS 24's dispatch

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17 July continued - 170702.

	Latitude	Longitude	Zone time
0800	25°-18.5'N	126°-35'E	Minus 9.
1200	25°-28.5'N	126°-28.5'E	
2000	25°-20.5'N	128°-08.0'E	

NOTE: At 1109 the task force commenced a counter-march to clear the East China Sea by proceeding South and East of Okinawa to avoid an approaching typhoon.

18 July - Steaming as before. At 0704 MASSEY went alongside DENVER to receive fuel. At 0756 proceeded to take up station in anti-submarine screen. At 1719 MASSEY sighted a Japanese type 91 horned mine 300 yards broad on the starboard bow. At 1730 the Japanese mine was detonated by 40mm fire.

	Latitude	Longitude	Zone time
0800	24°-28.5'N	130°-16'E	Minus 9.
1200	24°-39'N	129°-57'E	
2000	25°-10.5'N	127°-08.5'E	

19 July - Steaming as before. At 0821 MASSEY commenced fueling alongside DENVER, rejoining screen at 0937. At 1425 MASSEY sunk a Japanese type 93 mine with 40mm fire. The mine did not detonate. Five cases of dysentery broke out today. Patients were placed in isolation while under treatment, in an attempt to check a possible epidemic.

	Latitude	Longitude	Zone time
0800	23°-19'N	131°-13'E	Minus 9.
1200	22°-56'N	130°-34.5'E	
2000	23°-07.5'N	128°-40.5'E	

20 July - Steaming as before. MASSEY refueled alongside GUMM commencing at 0718. At 0745 MASSEY assumed station in anti-submarine screen.

	Latitude	Longitude	Zone time
0800	24°-46.5'N	128°-11.5'E	Minus 9.
1200	24°-15.5'N	128°-03.0'E	
2000	24°-12.5'N	127°-47.0'E	

21 July - Steaming as before. At 1919 went to General Quarters for evening alert. Secured from General Quarters at 2040 and set condition "LEIA" on order of CTF 95. Went to General Quarters at 2155 for possible air attack. A bogey, later seen as three planes, closed the formation on the side opposite the MASSEY. The ships on the other side of the formation opened fire when the range was 16,000

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21 July continued - yards from MASSEY. The unidentified planes immediately changed course and opened the range. They were last tracked heading North-west. Secured from General Quarters at 2229 and set condition "LEA".

	Latitude	Longitude	Zone time
0800	26°-14.3'N	126°-36.1'E	Minus 9.
1200	27°-54.5'N	125°-32.0'E	
2000	27°-45.5'N	123°-56.0'E	

22 July - Steaming as before. At 0550 the task force commenced the anti-shipping sweep of the China coast between 26° and 29° North latitude. MASSEY departed from the screen with DesDiv 47 to investigate small craft sighted ahead. At 1223 MASSEY identified three small Chinese fishing craft as friendly. The small junks provided no concealment for personnel or cargo and were obviously rigged for fishing. The formation began a retirement at 1544. Secured from condition "LEA" and set condition II watch at 2247. MASSEY proceeded to Ficket Station #1 at 1824.

	Latitude	Longitude	Zone time
0800	27°-16.8'N	121°-17.4'E	Minus 9.
1200	23°-16.0'N	122°-06.0'E	
2000	28°-06.5'N	124°-36.0'E	

23 July - Steaming as before. The isolation measures taken on 19 July were apparently effective as no further cases of dysentery have developed.

	Latitude	Longitude	Zone time
0800	26°-18.0'N	126°-29.0'E	Minus 9.
1200	25°-38.5'N	127°-30.0'E	
2000	25°-13.0'N	129°-00.5'E	

24 July - Steaming as before preparing to enter Buckner Bay, Okinawa. At 0711 MASSEY passed through the nets and anchored in berth I-63, Buckner Bay. During the day MASSEY fueled from IX 137 and provisioned from HAWUL. At 1633 MASSEY anchored in berth I-38 and remained on three hours notice in accordance with CTF 95's dispatch 240505.

Buckner Bay, Okinawa Shima.	Zone time Minus 9.
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25 July - At anchor in Buckner Bay, Okinawa on three hours notice. In accordance with CTF 95's dispatch 250815 MASSEY went on thirty minutes notice. This force, commanded by Rear Admiral Low, is re-designated Task Group 95.2 in accordance with CinCPac's top secret dispatch 221150.

Buckner Bay, Okinawa Shima.	Zone time Minus 9.
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ENCLOSURE (A)

U.S.S. MASSEY (DD-778)

DD778/112-1

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26 July - Anchored as before. At 1300 the Commanding Officer attended a conference called by ComDesDiv 47 in VAN VALKENBURG. At 1441 MASSEY got underway to sortie with Task Group 95.2 in accordance with ComDesRon 24's dispatch 260100. At 1516 MASSEY cleared the anti-submarine nets. At 1637 went to General Quarters on approach of an unidentified plane. At 1642 MASSEY took station in anti-submarine screen of TG 95.2. At 1658 secured from General Quarters on identification of the approaching plane as friendly.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima.		Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	25°-52.0'N	127°-06.8'E	

27 July - Steaming as before. The task group is now in the East China Sea making an approach on the China coast to intercept and destroy any enemy shipping encountered off the approaches to the Yangtze River. At 1842 the task group deployed on signal and MASSEY joined DesDiv 48 in the rear of the deployment formation, formation 601 tack 4 of Annex B, change 4, CTF 95 OpOrder 8-45.

	Latitude	Longitude	Zone time
0800	28°-18.5'N	125°-20.0'E	Minus 9.
1200	28°-40.0'N	124°-40.5'E	
2000	31°-04.0'N	124°-32.0'E	

28 July - Steaming as before. At 0321 MASSEY went to General Quarters on signal to close and investigate a surface radar contact. The contact was finally determined to be a secondary land echo. Secured from General Quarters at 0407.

	Latitude	Longitude	Zone time
0800	31°-37.0'N	123°-54.0'E	Minus 9.
1200	29°-56.0'N	124°-04.0'E	
2000	28°-13.5'N	125°-13.0'E	

29 July - Steaming as before and proceeding to Buckner Bay, Okinawa. MASSEY took station according to the entrance screening plan off the swept channel and at 1034 entered the anti-submarine nets following the heavy units. MASSEY anchored in berth L-42 at 1109. At 1352 MASSEY shifted berths to fuel alongside CHOTAUK (IX 188) in berth B-10. The CHOTAUK was scheduled to go alongside the GUAM at 1500 so MASSEY remained alongside as both ships proceeded alongside GUAM. An hour and a half fueling time was saved by this procedure. MASSEY returned to berth L-42 at 1619 and remained on thirty minutes notice.

	Latitude	Longitude	Zone time
0800	25°-47.5'N	127°-42.0'E	Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	Buckner Bay, Okinawa Shima.		

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30 July - Anchored as before in Buckner Bay, Okinawa. At 0320 MASSEY went to General Quarters for possible air attack. Secured from General Quarters at 0400 when all unidentified planes had cleared the area.

Latitude	Longitude	Zone time
Buckner Bay, Okinawa Shima.		Minus 9.

31 July - Anchored as before. MASSEY got underway at 0846 to sortie in accordance with CDS 24's dispatch 300230. Just prior to passing through anti-submarine nets, CTG 95.2 cancelled the sortie plan and ordered all destroyers to return to port. MASSEY anchored in berth I-43 at 0947.

Latitude	Longitude	Zone time
Buckner Bay, Okinawa Shima.		Minus 9.

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NAVY DEPARTMENT

REG. NO 449⁹⁵
R. S. NO
REG. SHEET NO 86

U.S.S. MASSEY (DD-778)

DD778/A12-1
(0116)

1 September 1945.

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Recorded 6703

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of August, submission of.

Reference: (a) CominCh ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
 (b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
 (c) ALNav 176 of 1943.
 (d) PacFlt ltr 10L-43.
 (e) PacFlt conf. ltr 1CL-45.

Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of August 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH.

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U.S.S. MASSEY (DD-778)

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WAR DIARY FOR AUGUST

1 August - The U.S.S. MASSEY, Commander Charles W. Aldrich, U.S.N., Commanding, is temporarily assigned to Destroyer Squadron Twenty-Four, Captain E.W. Young, U.S.N. Destroyer Squadron Twenty-Four is designated Task Unit 95.2.3, the screening force for Task Group 95.2, commanded by Rear Admiral F.S. Low, U.S.N. (Commander Cruiser Division Sixteen). Task Group 95.2 is composed of Cruiser Division Twelve, Cruiser Division Sixteen, and Destroyer Squadron Twenty-Four less BACHE, MULLANY, and ISHERWOOD, plus J.C. OWENS, WILLARD KEITH, and MASSEY.

The Task Group is at anchor in Buckner Bay, Okinawa Shima, Nansei Shoto. MASSEY got underway at 0840 in company with DesRon 24 to sortie with the Task Group in accordance with sortie plan. At 1043 the Task Group formed cruising disposition. MASSEY took station in the anti-submarine screen. The Task Group is proceeding into the East China Sea on an anti-shipping sweep. At 1625 went to General Quarters on approach of unidentified aircraft. Secured from General Quarters at 1706 upon identification of planes as friendly.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima		Minus 9.
1200	25°-59.5'N	127°-43.0'E	
2000	26°-48.5'N	126°-15.0'E	

2 August - Steaming as before. At 1930 MASSEY went to General Quarters for evening alert. At 1930 the Task Group countermarched to a southerly retirement course to avoid a threatening typhoon which was predicted to pass through the area of operations. MASSEY secured from General Quarters at 2010.

	Latitude	Longitude	Zone time
0800	29°-08.0'N	124°-30.0'E	Minus 9.
1200	30°-08.0'N	125°-32.2'E	
2000	31°-41.0'N	124°-15.0'E	

3 August - Steaming as before. Plans for refueling destroyers from the cruisers were cancelled because of the heavy weather. The Task Group continued to head North in the wake of the typhoon so as to make a sweep of the Yangtze approaches upon passage of the storm. At 1900 MASSEY went to General Quarters for evening alert. At 1925 the Task Group deployed with CruDiv 12 followed by CruDiv 16 in column, DesDiv 47 plus MASSEY in anti-submarine screen in the van and DesDiv 48 in the rear. At 2007 MASSEY secured from General Quarters. At 2300 MASSEY went to General Quarters upon leaving the main body in company with DesDiv 47 and CruDiv 12 for a sweep to westward.

	Latitude	Longitude	Zone time
0800	29°-45.5'N	124°-18.0'E	Minus 9.
1200	30°-30.0'N	124°-16.5'E	
2000	31°-51.1'N	124°-02.0'E	

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4 August - Steaming as before. At 0115 MASSEY secured from General Quarters as the force retired to eastward. MASSEY and DALY left the formation at 0400 to investigate an unidentified small surface target. The target was visually identified as a harmless, open Chinese junk. At 0445 went to General Quarters on approach of an unidentified plane. The plane closed MASSEY on a steady course and MASSEY opened fire with 5" battery at 0504. The plane changed course upon being taken under fire and crossed ahead of MASSEY, thereafter opening on a steady course to the northeast. At 0523 MASSEY secured from General Quarters. MASSEY rejoined the formation at 0545. At 0921 MASSEY proceeded to go alongside ALASKA for topping off fuel tanks, completing the operation at 1106 at which time MASSEY resumed station in the screen. At 1330 went to General Quarters for anti-aircraft practice for automatic weapons using towed sleeve targets. Secured from General Quarters at 1537. Went to General Quarters at 1631 on approach of unidentified aircraft. Secured from General Quarters at 1641 upon identification of the aircraft as friendly. At 2150 MASSEY took station #2 in column formation of DesDiv 47 for the destroyer sweep to westward covering the northern approach to the Yangtze River mouth.

	Latitude	Longitude	Zone time
0800	31°-06.8'N	124°-18.0'E	Minus 9.
1200	30°-32.0'N	124°-22.0'E	
2000	32°-02.0'N	123°-44.5'E	

5 August - Steaming as before. At 0100 MASSEY and DesDiv 47 rejoined the main body of Task Group 95.2. MASSEY proceeded to go alongside GUAM to fuel at 0942. Upon completion of fueling MASSEY rejoined the screen at 1033. At 1312 MASSEY went to General Quarters for anti-aircraft practice for 5" and automatic weapons, using towed sleeve targets. Secured from firing exercises at 1500 and proceeded to set material condition "Baker". An unidentified plane was picked up and material condition "Able" was again set at 1508. At 1637 MASSEY secured from General Quarters when the enemy aircraft cleared the area. The CAP shot down a single unidentified single engine enemy plane at long range during this raid of two planes. The second plane turned and ran. At 1711 MASSEY went to General Quarters for possible air attack and secured at 1742 when all planes airborne were identified as friendly. MASSEY went to General Quarters at 1932 on approach of unidentified aircraft and secured at 2009 when approaching planes were identified as friendly. At 2215 MASSEY went to General Quarters on surface radar contact report of ANTHONY at close range, 3000 yards. Secured from General Quarters at 2230 when contact was assessed as non-target.

	Latitude	Longitude	Zone time
0800	30°-55.0'N	124°-21.0'E	Minus 9.
1200	30°-20.0'N	124°-32.0'E	
2000	31°-58.0'N	124°-07.0'E	

ENCLOSURE (A)

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6 August - Steaming as before. At 0055 MASSEY and DesDiv 47 rejoined the main body of Task Group 95.2. At 0318 MASSEY went to General Quarters on approach of unidentified planes. MASSEY secured from General Quarters at 0348 on retirement of the unidentified planes which did not attack. MASSEY again went to General Quarters at 1058 on approach of unidentified planes. Planes closed formation to visual range, but then retired without incident. Secured from General Quarters at 1230. At 1534 MASSEY conducted test firing of VT projectiles, securing from test at 1601.

	Latitude	Longitude	Zone time
0800	29°-55.0'N	124°-11.5'E	Minus 9.
1200	28°-56.2'N	123°-57.2'E	
2000	27°-18.0'N	126°-07.8'E	

7 August - Steaming as before, approaching Buckner Bay, Okinawa Shima from the south. At 0553 MASSEY took station in accordance with entry plan. MASSEY entered port at 0711 and proceeded to anchor in berth L-49. During the remainder of the day MASSEY shifted berths numerous times in attempts to fuel and provision, the service facilities being heavily strained by the arrival of two large task groups. MASSEY anchored in berth L-35 at 1934 and remained on four hours notice in accordance with CTG 95.2's dispatch 070855.

	Latitude	Longitude	Zone time
0800			Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000			

8 August - Anchored as before. At 1529 MASSEY got underway to fuel alongside the USS ARETHUSA, returning to berth L-35 at 1716.

9 - 12 August - Anchored as before.

13 August - MASSEY went to General Quarters for possible air attack at 0407, securing at 0412 when all airborne planes were identified as friendly. At 1547 MASSEY got underway to sortie with Task Group 95.2. The Task Group spent the night cruising southeast of Buckner Bay.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima.		Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	26°-19.8'N	128°-20.0'E	

14 August - MASSEY entered Buckner Bay at 0710, following the entrance of the heavy units, and proceeded to fuel from TALLULAH. Upon completion of fueling MASSEY anchored in regularly assigned berth, L-49, at 0948. MASSEY got underway again at 1610 to sortie with DesRon 24 and Task Group 95.2 and remained

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14 August continued - underway all night cruising in the area southeast of Buckner Bay.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima.		Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	26°-19.8'N	128°-20.0'E	

15 August - Steaming as before. MASSEY entered Buckner Bay with the Task Group at 0715 and moored in berth L-38. At 1304 MASSEY proceeded to go alongside TALLULAH for fuel, returning to anchor in berth L-47 at 1442. At 1600 MASSEY got underway to sortie with the Task Group to remain at sea east of Okinawa for the night.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima.		Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	26°-06.5'N	128°-50.1'E	

16 August - Steaming as before. MASSEY entered port following heavy units at 0652, and proceeded to go alongside USS CHOTAUK for fuel. At 0843 MASSEY anchored in berth L-49 and remained on four hours notice. At 1611 MASSEY got underway to sortie with DesRon 24 and Task Group 95.2, to remain underway for the night in the area east of Okinawa.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima.		Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	26°-03.8'N	128°-10.0'E	

17 August - Steaming as before. At 0655 MASSEY entered Buckner Bay in company with DesRon 24 astern of the heavy units and proceeded to go alongside IX 121 for fuel. At 0839 MASSEY anchored in berth L-49, remaining on four hours notice.

18 - 21 August - Anchored in berth L-49, Buckner Bay, Okinawa Shima.

22 August - At 0525 MASSEY got underway to sortie with Task Group 95.2 plus PORTLAND, WICHITA, and SUWANEE for training exercises in the area east of Okinawa. Morning exercises were delayed by heavy rain but at 1020 SUWANEE launched aircraft and all ships participated in an anti-aircraft coordination drill followed by anti-aircraft practices for automatic weapons. MASSEY and WADSWORTH proceeded to escort SUWANEE to the entrance of Buckner Bay at 1415, rejoining DesRon 24 at 1821 in the operating area.

	Latitude	Longitude	Zone time
0800	26°-10.5'N	128°-18.0'E	Minus 9.
1200	26°-15.0'N	129°-08.2'E	
2000	26°-15.4'N	128°-16.0'E	

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23 August - Steaming as before. At 0750 MASSEY went to General Quarters and participated in 5" calibration surface firing, expending 67 rounds of AA common. MASSEY returned to port in company with DesDiv 47, entering the nets at 1140. After fueling from USS CHOTAUK, MASSEY anchored in berth L-49 at 1533. MASSEY was detached from DesRon 24 in accordance with ComDesRon 24 dispatch 231120 of August 1945 and reported to ComTaskFlot One for duty. MASSEY was assigned by ComTaskFlot One to CTF 99 for duty and reported for duty in compliance with ComTaskFlot One dispatch 231245 of August 1945.

	Latitude	Longitude	Zone time
0800	26°-10.0'N	128°-32.0'E	Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	Buckner Bay, Okinawa Shima.		

24 - 26 August - At anchor Buckner Bay, Okinawa Shima.

27 August - In accordance with CTG 99.6 confidential dispatch 261223, MASSEY reported to ComDesRon 12 for duty.

28 August - Anchored as before. At 1354 MASSEY got underway to escort LaGRANGE on a short trial run at sea in accordance with CTU 99.6.2's dispatch 280202. Upon being detached by LaGRANGE off the entrance of Buckner Bay, at 1640, MASSEY proceeded to Hagushi Anchorage in compliance with CTG 99.6.2's dispatch 280056. MASSEY anchored off Hagushi Beach, Okinawa at 1915. At 1945 the Captain visited ComDesRon 12 in FARENHOLT for a short conference.

	Latitude	Longitude	Zone time
0800	Buckner Bay, Okinawa Shima.		Minus 9.
1200	Buckner Bay, Okinawa Shima.		
2000	Hagushi Anchorage, Okinawa Shima.		

29 August - Anchored as before. MASSEY got underway at 0827 and rendezvoused with LSM 96 off Hagushi Beach at 0914, to escort her to Buckner Bay. At 1425 MASSEY arrived at Buckner Bay with LSM 96 and proceeded to go alongside BIG HORN (IX 207) for fuel. Upon completion of fueling MASSEY anchored in berth B-29 at 1606.

	Latitude	Longitude	Zone time
0800	Hagushi Anchorage, Okinawa Shima		Minus 9.
1200	26°-02.2'N	127°-40.7'E	
2000	Buckner Bay, Okinawa Shima.		

30 August - Anchored in Buckner Bay, Okinawa Shima.

31 August - Anchored as before. In accordance with CTU 99.6.2 dispatch 301236 MASSEY got underway at 0620 to proceed to Hagushi Anchorage to rendezvous

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31 August continued - with AK 113 at 1000. Upon rendezvousing with AK 113, MASSEY proceeded to escort her to Buckner Bay, arriving off the nets at 1356. MASSEY proceeded to anchor in berth L-159, anchoring at 1431.

	Latitude	Longitude	Zone time
0800	26°-04.7'N	127°-53.5'E	Minus 9.
1200	26°-05.9'N	127°-41.8'E	
2000	Buckner Bay, Okinawa Shima.		

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U.S.S. MASSEY (DD-778)

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483
REG. SHEET NO 79

DD778/AL2-1

(0124)

1 October 1945.

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary for Month of September, submission of.
Reference: (a) Cominch ltr FFI/AL2-1/AL6-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) ALNav 176 of 1943.
(d) PacFlt ltr 101-43.
(e) PacFlt conf. ltr 101-45.
Enclosure: (1) War Diary, U.S.S. MASSEY (DD-778) for month of September 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (1) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH.

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY FOR SEPTEMBER 1945

- 1 September - The U.S.S. MASSEY (DD-778), Commander Charles W. Aldrich, U.S.N., Commanding, is a unit of Destroyer Squadron Sixty-Six, Destroyer Division One Thirty-Two, and is temporarily under operational control of CTG 99.6, Port Director, Okinawa. MASSEY was granted six days availability commencing this date and proceeded to go alongside USS CASCADE (AD-16) in berth L-108, Buckner Bay, at 0758.
- 2 September - Moored alongside CASCADE as before. At 1402 MASSEY unmoored from CASCADE to anchor in berth L-166 at 1414, the condition of the swell making it unsafe for MASSEY to remain alongside the tender.
- 3 September - Anchored as before.
- 4 September - Anchored as before. At 0737 MASSEY got underway and again moored alongside CASCADE.
- 5 September - Moored as before.
- 6 September - Moored as before. At 1330 MASSEY got underway and anchored in berth L-158.
- 7-12 September - Anchored as before.
- 13 September - Anchored as before. At 1050 MASSEY got underway and shifted berths to L-70, anchoring at 1116.
- 14 September - Anchored as before.
- 15 September - Anchored as before. At 1300 MASSEY got underway, topped off from ARETHUSA (IX-135), and made a run over the degaussing range prior to joining USS STRONG at harbor entrance to sortie at 1642 in accordance with ComTaskFlot One's 150121. MASSEY and STRONG (OTC) are ordered to take station on Bird Dog Station Able.

	Latitude	Longitude	Zone Time
0800	Buckner Bay, Okinawa		
1200	Buckner Bay, Okinawa		Minus 9.
2000	26°-04.8'N	128°-51.5'E	

- 16 September - Steaming as before. Arrived on assigned station at 0715 and commenced station patrol. At 1600 MASSEY and STRONG proceeded to retire on course 130°(T) to avoid the center of an approaching typhoon and continued to retire to the southeast throughout the night.

	Latitude	Longitude	Zone Time
0800	29°-30.0'N	132°-08.0'E	
1200	29°-28.0'N	132°-19.0'E	Minus 9.
2000	29°-20.0'N	132°-19.0'E	

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17 September - Steaming as before, riding out the typhoon on a southeast heading.

	Latitude	Longitude	Zone Time
0800	28°-13.0'N	133°-34.0'E	Minus 9.
1200	27°-43.8'N	133°-47.0'E	
2000	27°-41.5'N	134°-00.0'E	

18 September - Steaming as before. At 0922 MASSEY and STRONG came about and proceeded to return to station, the typhoon having cleared the area.

	Latitude	Longitude	Zone Time
0800	26°-43.0'N	133°-47.0'E	Minus 9.
1200	26°-37.5'N	133°-11.0'E	
2000	28°-14.8'N	132°-23.8'E	

19 September - Steaming as before. At 0400 MASSEY and STRONG commenced patrolling on Bird Dog Station Able.

	Latitude	Longitude	Zone Time
0800	29°-25.0'N	131°-55.5'E	Minus 9.
1200	29°-27.0'N	131°-58.5'E	
2000	29°-49.0'N	131°-55.0'E	

20 September - Steaming as before. At 0100 the medical officer, Lt(jg) S. K. Sweany, MC, USNR, prepared to perform an emergency appendectomy on R. J. Billington, CEM, U.S. Naval Reserve. A course favorable in wind and sea was taken. At 0535 upon the successful completion of the operation, course was set to rejoin STRONG on station. MASSEY resumed station patrol at 0935.

	Latitude	Longitude	Zone Time
0800	29°-38.0'N	131°-28.0'E	Minus 9.
1200	29°-38.0'N	131°-54.0'E	
2000	29°-49.0'N	131°-40.0'E	

21 September - Steaming as before. At 0720 MASSEY and STRONG were relieved by BRADFORD and BROWN and proceeded to rendezvous with TU 51.4.3 (Vice Admiral Oldendorf) in accordance with ComTaskFlot One's dispatch 200118. At 1142 MASSEY and STRONG joined TU 51.4.3 and assumed assigned stations in the screen. At 1450 sounded General Quarters for AA firing, securing at 1622. Ammunition expended:

5"/38	11 rounds.
40mm	314 rounds.
20mm	330 rounds.

	Latitude	Longitude	Zone Time
0800	29°-23.5'N	132°-02.0'E	Minus 9.
1200	30°-05.5'N	133°-40.0'E	
2000	31°-23.5'N	134°-49.5'E	

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U.S.S. MASSEY (DD-778)

DD778/

22 September - Steaming as before. At 0615 MASSEY sighted Japanese Type 93 moored mine and detonated the mine by gunfire. At 0625 MASSEY took station in the column for entry into Kii Suido through the swept channel, destroyers formed column astern of the heavy units. At 1049 MASSEY anchored in berth B-44, Wakanoura Wan, Japan. At 1205 MASSEY got underway and went alongside SUAMICO (AO-49) for fuel. At 1354 MASSEY again anchored in berth B-44 upon completion of fueling.

	Latitude	Longitude	Zone Time
0800	33°-55.0'N	134°-52.0'E	Mimus 9.
1200	Berth B-44, Wakanoura Wan, Japan.		
2000	Berth B-44, Wakanoura Wan, Japan.		

23 September - Anchored as before. At 0525 underway in company with PUTNAM (CDS 66, OTC), STRONG, and J.C. OWENS, in accordance with CDS 66 visual dispatch 221000, to take station for fire support of reconnaissance team landing on Niriga Hanna Beach, Wakayama. At 0541 went to General Quarters upon approach to station off the beach. 0700 Secured from General Quarters. At 1003 returned to anchorage and anchored in berth B-44 at 1052.

24-25 September - Anchored as before.

26 September - At 1454 MASSEY got underway to top off from PALANSET (AO 86), mooring alongside at 1600. At 1628 got underway to proceed to sea in company with J.C. OWENS. MASSEY is OTC and guide. MASSEY and OWENS are ordered to relieve BRADFORD and BROWN on Bird Dog Station Able.

	Latitude	Longitude	Zone Time
0800	Wakanoura Wan, Japan		Mimus 9.
1200	Wakanoura Wan, Japan		
2000	33°-23.0'N	134°-46.0'E	

27 September - Steaming as before. At 1404 MASSEY and J.C. OWENS relieved BRADFORD and BROWN on Bird Dog Station Able and commenced station patrol. Bird Dog Station Able, latitude 29°-30.0'N, longitude 132°-00.0'E.

	Latitude	Longitude	Zone time
0800	30°-29.3'N	132°-49.2'E	Mimus 9.
1200	29°-34.0'N	132°-21.8'E	
2000	29°-34.0'N	132°-19.7'E	

28-30 September - Steaming as before on Bird Dog Station Able.

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DD778/ A12-1

(0127)

U.S.S. MASSEY (DD-778)

REG. NO. ¹⁰⁶ 514

REG. SHEET NO 54

1 November 1945.

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary for Month of October, submission of.
Reference: (a) Cominch ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
(b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
(c) ALLNav 176 of 1943.
(d) PacFlt ltr 10L-43.
(e) PacFlt conf. ltr 10L-45.
Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of October 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

C. W. Aldrich
C. W. ALDRICH.

CC:
CincPac.

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RECORDED *[Signature]*

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY FOR OCTOBER

1 October - U.S.S. MASSEY, Commanded by Commander C. W. Aldrich, U.S.Navy, is a unit of Destroyer Squadron Sixty-Six and is operating under the command of the Squadron Commander, Captain G.R. Hartwig, U.S.Navy. Destroyer Squadron Sixty-Six is under the operation control of Commander Task Flotilla One, Commodore J.T. Bottom, U.S.Navy, which is designated Task Unit 51.3.1, a task unit of Task Force 51 commanded by Vice Admiral J.B. Oldendorf, U.S.Navy. MASSEY (OTC) is patrolling on air-sea rescue station "Bird Dog Able" off the southeast coast of Kyushu, Japan in company with J.C.OWENS in compliance with ComTaskFlot One's dispatch 250529 of September. At 1518 Item MASSEY and J.C. OWENS departed from station and proceeded toward Wakayama, Japan in compliance with ComTaskFlot One's dispatch 010405 of October.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	29°-39.0'N	131°-55.5'E	Minus 9.
1200	29°-26.5'N	131°-53.5'E	
2000	30°-59.0'N	133°-04.1'E	

2 October - Steaming as before. MASSEY and J.C.OWENS arrived at Wakayama at 0903 and MASSEY proceeded to fuel alongside PILMANSET (AO-85). At 1125 MASSEY anchored in berth B-31, Wakayama.

Wakayama, Japan

Zone Time
Minus 9.

3 October - Anchored as before.

4 October - Anchored as before. MASSEY is ordered to proceed this date to Okinawa as a courier ship, reference ComTaskFlot One's dispatch 032003 of October. After embarking passengers and mail MASSEY got underway at 1615 Item for Buckner Bay, Okinawa. The southwesterly run throughout the night was made at 20 knots to avoid the center of a threatening typhoon.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan		Minus 9.
1200	Wakayama, Japan		
2000	33°-19.8'N	124°-39.5'E	

5 October - Steaming as before enroute to Buckner Bay, Okinawa.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	30°-49.0'N	132°-04.0'E	Minus 9.
1200	29°-54.5'N	131°-39.5'E	
2000	28°-06.2'N	130°-43.0'E	

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U.S.S. MASSEY (DD-778)

DD778/

6 October - Steaming as before. MASSEY arrived at Buckner Bay, Okinawa at 0712 and proceeded toward the assigned anchorage. At 0746 anchored in berth B-74. After debarking passengers via NCB boat MASSEY proceeded to fuel from CHOTAUK (IX-188) and upon completion of fueling anchored in newly assigned berth, L86 at 1827. All efforts to transfer the mail freight to the Fleet Post Office met with no success.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800			Mimus 9.
1200	Buckner Bay, Okinawa.		
2000			

7 October - Anchored as before. A severe typhoon is threatening Okinawa. At 1516 MASSEY got underway in compliance with STAFFORD (DE-411) dispatch 070550 and proceeded to sortie in accordance with SOPA Buckner Bay typhoon sortie plan X-Ray East to join SerDiv 103 group. At 1603 MASSEY joined SerDiv 104 group under command of ComSerDiv 104, Commodore T.J. Keliher, Jr., U.S.Navy, and reported to ComScreen, ComDesDiv 102, Commander W.H. Watson, U.S. Navy, in CHARETTE for duty. MASSEY assumed assigned screening station. The group proceeded to stand to southeastward at 7 knots to ride out the typhoon.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Buckner Bay, Okinawa		Mimus 9.
1200	Buckner Bay, Okinawa		
2000	26°-02.0'N	128°-20.5'E	

8 October - Steaming as before, riding out the typhoon to the southeast of Okinawa.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	25°-55.0'N	129°-16.0'E	Mimus 9.
1200	25°-50.5'N	129°-26.0'E	
2000	25°-34.0'N	130°-11.0'E	

9 October - Steaming as before, riding out the typhoon to southeast of Okinawa.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	25°-41.5'N	130°-00.0'E	Mimus 9.
1200	25°-41.0'N	130°-17.0'E	
2000	25°-34.0'N	130°-11.0'E	

10 October - Steaming as before, riding out the typhoon to southeast of Okinawa. At 0950 MASSEY proceeded independently toward Buckner Bay in accordance with ComSerDiv 104's TBS message of 2242 Zebra, the typhoon having passed clear to the north. Enroute to Buckner Bay MASSEY investigated Army Barge BC-809 and various other barges adrift to search for stranded personnel. None of the barges were taken in tow because of the still dangerous high seas running. At 1618 MASSEY anchored in berth L-108, Buckner Bay. An officer messenger sent to the Fleet Post Office ascertained that the post office was demolished by the typhoon and that it would be impractical to send the mail from Wakayama ashore.

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U.S.S. MASSEY (DD-778)

DD778/

10 October (continued) --

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	25°-10.5'N	129°-32.5'E	Minus 9.
1200	25°-40.5'N	128°-40.5'E	
2000	Buckner Bay, Okinawa.		

11 October - Anchored as before. An officer messenger sent to the Port Director obtained sailing orders and routing and also was informed at Naval Base Headquarters that no passengers were ready for immediate transportation to Wakayama. MASSEY refueled from CHOTAUK (IX-188) and anchored in berth L-72 at 1155. At 1603 MASSEY got underway for Wakayama, Japan in accordance with Port Directors Routing Instructions dated this date.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Buckner Bay, Okinawa		Minus 9.
1200	Buckner Bay, Okinawa		
2000	26°-31.2'N	128°-44.8'E	

12 October - Steaming as before enroute Wakayama, Japan.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	28°-48.5'N	131°-42.0'E	Minus 9.
1200	29°-20.0'N	132°-23.5'E	
2000	30°-29.6'N	134°-27.0'E	

13 October - Steaming as before enroute Wakayama, Japan. MASSEY arrived off Wakayama at 0924 and proceeded to go alongside BIG HORN (IX-207) for fuel. At 1127 MASSEY proceeded to go alongside BRADFORD (DD-545) to transfer mail freight in accordance with instructions received from ComPhibGroup 8. At 1334 MASSEY anchored in berth B-19, Wakanoura Wan.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800			Minus 9.
1200	Wakayama, Japan		
2000			

14 - 20 October - Anchored in berth B-19, Wakanoura Wan, Wakayama, Japan.

21 October - Anchored as before. At 0928 MASSEY got underway to go alongside LST 50 (Fleet Post Office) to load mail and passengers for Yokosuka and departed Wakayama at 1154 for Yokosuka as courier ship in compliance with ComPhibGroup 8 dispatch 200020 of October.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan		Minus 9.
1200	Wakayama, Japan		
2000	33°-17.0'N	136°-14.2'E	

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U.S.S. MASSEY (DD-778)

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22 October - Steaming as before enroute Yokosuka from Wakayama. MASSEY entered Tokyo Bay at 1307 and proceeded to go alongside MADISON (DD-425) in berth Y-1, Yokosuka, mooring at 1519.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	34°-23.7'N	138°-57.0'E	Mimus 9.
1200	Entrance to Yokyo Bay.		
2000	Moored to USS MADISON, berth Y-1, Yokosuka.		

23 October - Moored as before. Transferred and received mail for return trip to Wakayama during the morning. At 1331 MASSEY got underway to go alongside SUISUN (AVP-53) to receive mail and passengers in compliance with verbal orders received from ComFifthFlt. At 1447 MASSEY got underway from alongside SUISUN and departed for Wakayama.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Yokosuka, Japan		Mimus 9.
1200	Yokosuka, Japan		
2000	34°-22.0'N	138°-52.0'E	

24 October - Steaming as before enroute to Wakayama from Yokosuka. MASSEY arrived in Wakayama at 1000 Item and proceeded to go alongside LST 50 to discharge mail and passengers. At 1126 MASSEY proceeded to go alongside SUAMICO (AO-49) for fuel. Upon completion of fueling at 1319 MASSEY proceeded to berth 400 yards north of B-19, Wakanoura Wan, anchoring at 1345.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	34°-40.0'N	134°-53.0'E	Mimus 9.
1200	Wakayama, Japan.		
2000	Wakayama, Japan.		

25 October - Anchored as before.

26 October - Anchored as before. At 1346 MASSEY got underway to go alongside CASCADE (AD-16) in berth B-55, Wakanoura Wan. At 1424 MASSEY moored to CASCADE for 5 days availability alongside for repair of leaking main steam guarding valve in accordance with ComSerDiv 103 dispatch 260056 of October.

27 - 29 October - Moored alongside CASCADE as before.

30 October - Moored alongside CASCADE as before. MASSEY designated Yokosuka courier ship by ComDesRon 66 dispatch 290740 with remaining availability cancelled. At 1023 MASSEY got underway to go alongside LST 50 to receive mail and passengers for Yokosuka. At 1202 MASSEY got underway from alongside LST 50 and departed Wakayama for Yokosuka. At 1500 exercised crew at General Quarters and emergency drills. 1550 secured from General Quarters.

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ENCLOSURE (A)

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U.S.S. MASSEY (DD-778)

DD778/

30 October (continued) -

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan		Mimus 9.
1200	Wakayama, Japan		
2000	33°-06.8'N	135°-59.0'E	

31 October - Steaming as before enroute Yokosuka from Wakayama. At 1250 MASSEY entered Tokyo Bay and proceeded toward Yokosuka to moor in berth Y-5, Yokosuka. At 1351 moored alongside GURKE (DD-783) in berth Y-5. Transferred mail for Yokosuka and received mail for return trip to Wakayama.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	34°-23.0'N	138°-50.0'E	Mimus 9.
1200	35°-03.2'N	139°-41.5'E	
2000	Yokosuka, Japan.		

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U.S.S. MASSEY (DD-778)

DD778/A12-1
(0128)

1 December 1945.

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary for Month of November, submission of.
References: (a) Cominch ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.
 (b) Arts. 712, 874(6), 1022, and 1317, U.S. Navy Regulations, 1920.
 (c) A1Nav 176 of 1943.
 (d) PacFlt ltr 10L-43.
 (e) PacFlt conf. ltr 10L-45.
Enclosure: (A) War Diary, U.S.S. MASSEY (DD-778) for month of November 1945.

1. In accordance with reference (a), (b), (c), (d), and (e), enclosure (A) is forwarded herewith.

D. I. Thomas
D. I. THOMAS.

CC: CincPac.

RECORDED 3-C FILES
 03
 27 DEC 1945
 A12-1/DD-778

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY FOR NOVEMBER

1 November - The U.S.S. MASSEY (DD-778), commanded by Commander C.W. Aldrich, U.S. Navy, is a unit of Destroyer Division 132 of Destroyer Squadron 66 and is operating under the command of the Squadron Commander, Captain G. R. Hartwig, in Task Group 55.4. Commander Task Group 55.4 is Commander Task Flotilla One, Commodore J. T. Bottom, Jr., U.S. Navy. Task Force 55 is commanded by Vice Admiral J. B. Oldendorf, U.S. Navy, Com^DatRon One, and is engaged in the occupation of the Japanese Empire as a unit of U.S. Fifth Fleet. MASSEY is moored alongside GURKE (DD-783) in berth Y-5, Yokosuka, Japan, having arrived in Yokosuka on 31 October as courier ship from Wakayama, Japan, in compliance with CDS 66 dispatch 290740 October. After receiving passengers and mail aboard, MASSEY got underway at 1400 Item for Wakayama in compliance with basic orders.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800			Minus 9.
1200	Yokosuka, Japan		
2000			

2 November - Steaming as before enroute Wakayama from Yokosuka. MASSEY arrived in Wakayama at 1137 Item and proceeded to go alongside LST 50 to discharge mail and passengers. After fueling from SUAMICO (AO-49) MASSEY then moored in berth B-19, Wakanoura Wan.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	33°-18.8'N	135°-25.5'E	Minus 9.
1200	Wakayama, Japan.		
2000	Wakayama, Japan.		

3-4 November - Anchored as before in berth B-19, Wakanoura Wan, Wakayama.

5 November - Anchored as before in berth B-19, Wakanoura Wan, Wakayama. At 0749 MASSEY got underway to go alongside LST 50 to load mail and embark passengers for Yokosuka in accordance with CDS 66 dispatch 040501 October. At 0859 MASSEY got underway for Yokosuka.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan		Minus 9.
1200	33°-27.0'N	134°-57.8'E	
2000	33°-44.5'N	137°-25.0'E	

6 November - Steaming as before enroute Wakayama to Yokosuka. At 0940 MASSEY arrived off Yokosuka entrance and proceeded to berth Y-1, mooring at 1003. Transferred mail to Fleet Post Office and passengers to Port Director.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	35°-02.5'N	139°-41.0'E	Minus 9.
1200	Yokosuka, Japan.		
2000	Yokosuka, Japan.		

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U.S.S. MASSEY (DD-778)

DD778/

7 November - Moored as before in berth Y-1, Yokosuka, Japan.

8 November - Moored as before in berth Y-1, Yokosuka, Japan. At 1305 MASSEY got underway from berth Y-1 and proceeded to anchor in outer harbor to permit transfer of passengers and mail from FRENCH (DE-367). FRENCH was ordered by ODS 66 to remain in Yokosuka on a change of assignment which cancelled her courier assignment. Reference ODS 66 dispatch 020225. Having received passengers and mail from FRENCH, MASSEY got underway for Wakayama at 1422.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Yokosuka, Japan.		Minus 9.
1200	Yokosuka, Japan.		
2000	34°-16.5'N	138°-35.0'E	

9 November - Steaming as before enroute Yokosuka to Wakayama. MASSEY arrived at Wakayama at 0949 and proceeded to go alongside LST 50 to disembark passengers and unload mail. Getting underway from LST 50 at 1111 MASSEY proceeded to fuel from SUAMICO (AO-49) and then anchored in berth 400 yards north of B-18, Wakanoura Wan.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	33°-51.0'N	134°-51.7'E	Minus 9.
1200	Wakayama, Japan.		
2000	Wakayama, Japan.		

10 November - Anchored as before in berth 400 yards north of B-18, Wakanoura Wan, Wakayama.

11 November - Anchored as before in berth 400 yards north of B-18, Wakanoura Wan, Wakayama. At 0756 MASSEY got underway to go alongside LST 50 to receive passengers and mail. At 0838 MASSEY got underway from alongside LST 50 and departed for Yokosuka in accordance with ODS 66 dispatch 100235.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan.		Minus 9.
1200	33°-26.2'N	134°-59.0'E	
2000	33°-22.8'N	136°-42.8'E	

12 November - Steaming as before enroute to Yokosuka from Wakayama. At 0822 MASSEY arrived off Yokosuka entrance and at 0954 moored in berth Y-3, Yokosuka. Unloaded mail and disembarked passengers.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Tokyo Bay, Japan		Minus 9.
1200	Yokosuka, Japan		
2000	Yokosuka, Japan		

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U.S.S. MASSEY (DD-778)

DD778/

- 13 November - Moored as before in berth Y-3, Yokosuka, Japan.
- 14 November - Moored as before in berth Y-3, Yokosuka, Japan. At 1304 having received passengers and mail, MASSEY got underway for Wakayama.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Yokosuka, Japan		Minus 9.
1200	Yokosuka, Japan		
2000	34°-07.5'N	138°-15.5'E	

- 15 November - Steaming as before enroute Wakayama from Yokosuka. At 0940 MASSEY arrived off Wakayama and proceeded to anchor in berth B-19, it being too rough to go alongside LST 50 for discharge of mail. At 1024 anchored in berth B-19.
- 16 November - Anchored in berth B-19, Wakanoura Wan, Wakayama, Japan. 0720 Transferred mail to LST 50 via LCM. 1000 Disembarked passengers via Port Director boat.
- 17 November - Anchored as before in berth B-19, Wakanoura Wan, Wakayama, Japan.
- 18 November - Anchored as before in berth B-19, Wakanoura Wan, Wakayama, Japan. Scheduled departure for Yokosuka in compliance with CDS 66 dispatch 170730 October delayed one day by uncompleted repairs of main circulating pump throttle valve aboard tender.
- 19 November - Anchored as before in berth B-19, Wakanoura Wan, Wakayama, Japan. At 0755 MASSEY got underway to fuel from SUAMICO (AO-49) going alongside at 0820. At 0928 MASSEY got underway from alongside SUAMICO (AO-49) and departed for Yokosuka as courier ship in compliance with CDS 66 dispatch 170730 October.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan		Minus 9.
1200	33°-42.5'N	134°-51.5'E	
2000	33°-37.5'N	137°-18.0'E	

- 20 November - Steaming as before enroute Yokosuka from Wakayama. At 0813 MASSEY arrived off Yokosuka and proceeded to moor in berth Y-5, mooring at 0902. At 1030 the crew was mustered at Quarters for the Change of Command ceremony. Commander Donald I. Thomas, U.S. Navy relieved Commander Charles W. Aldrich, U.S. Navy as Commanding Officer.

C. W. Aldrich
 C. W. ALDRICH,
 Commander, U.S. Navy.

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U.S.S. MASSEY (DD-778)

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WAR DIARY FOR NOVEMBER

DD778/

21 November - Moored as before in berth Y-5, Yokosuka, Japan. At 1314 MASSEY got underway for Wakayama carrying 29 officers and 15 enlisted passengers, 380 bags of U.S. Mail, and 19 pieces of light freight in accordance with CDS 66 dispatch 170730 November.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone time</u>
0800	Yokosuka, Japan		Mimas 9.
1200	Yokosuka, Japan		
2000	34°-06.0'N	138°-14.0'E	

22 November - Steaming as before enroute Wakayama from Yokosuka. At 0835 MASSEY arrived in Wakayama and went alongside LST-50 to discharge mail and freight. At 0948 MASSEY got underway and proceeded to anchor in berth B-18, anchoring at 1012. Holiday routine was observed and all hands enjoyed a fine Thanksgiving Dinner.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	33°-51.2'N	134°-54.0'E	Mimas 9.
1200	Wakayama, Japan.		
2000	Wakayama, Japan.		

23-24 November - Moored as before in berth B-18, Wakayama, Japan.

25 November - Moored as before in berth B-18, Wakayama, Japan. At 0757 MASSEY got underway and went alongside LST-50 to load 374 bags U.S. Mail, 5 officers, and 54 enlisted passengers, and 84 pieces of light freight. Upon completion of loading, MASSEY got underway at 0931 to go alongside USS ENOREE (AO-69) for fuel. At 1053 MASSEY departed for Yokosuka as courier ship in accordance with CDS 66 dispatch 240930 November.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Wakayama, Japan		Mimas 9.
1200	33°-46.2'N	134°-54.0'E	
2000	33°-28.0'N	136°-52.0'E	

26 November - Steaming as before enroute from Wakayama to Yokosuka. MASSEY arrived in Yokosuka at 1000, mooring in berth Y-5, and proceeded to discharge passengers, mail, and light freight.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800			
1200	Yokosuka, Japan		Mimas 9.
2000			

27 November - Moored as before in berth Y-5, Yokosuka, Japan. After receiving 30 officer passengers, 135 bags U.S. Mail, and 83 pieces of light freight, MASSEY got underway for Wakayama at 1337 in accordance with CDS 66 dispatch 240930 November.

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U.S.S. MASSEY (DD-778)

WAR DIARY FOR NOVEMBER

DD778/

27 November (Continued) -

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	Yokosuka, Japan.		Minus 9.
1200	35°-03.0'N	139°-36.5'E	
2000	34°-18.8'N	138°-39.2'E	

28 November - Steaming as before enroute Wakayama from Yokosuka. MASSEY arrived in Wakayama and moored alongside LST-50 at 1050 to discharge mail and light freight. LST-50 was moored to a stern anchor using 100 fathoms of 1 5/8" wire. While MASSEY was moored alongside, LST-50 yawed radically and the anchor wire fouled MASSEY'S starboard propeller. With the engines in a stand by status, the jacking gear turned the starboard over slowly and wound several round turns of wire on the shaft. The casualty was discovered prior to getting underway and a diver sent down to determine the seriousness of the fouling. The assistance of a tug and diving party was requested from ComSerDiv 103-B. CHAWASHA (ATF-151) moored alongside to port at 1403 and divers commenced working on the fouled shaft. When the three ships were seen to drag anchor rapidly, CHAWASHA dropped her port anchor and picked up the strain on the LST-50 anchor cable outboard of the fouled shaft and took the cable aboard to her bits. This action relieved all strain on the fouled section of the cable. LST-50 slipped the remainder of her cable and got underway to anchor clear. Divers continued to work below until 2300 at which time work was secured for the night, the divers showing signs of fatigue.

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Zone Time</u>
0800	33°-48.0'N	134°-54.0'E	Minus 9.
1200	Wakayama, Japan.		
2000	Wakayama, Japan.		

29 November - Moored as before alongside CHAWASHA (ATF-151) in berth B-48, Wakayama, Japan. Divers continued work in attempting to clear wire from starboard shaft with divers from USS CASCADE (AD-16) assisting. Although two turns of wire were removed, riding turns prevented further clearing. Diving operations were secured at sunset.

30 November - Moored as before alongside CHAWASHA (ATF-151) in berth B-18, Wakayama, Japan. Diving operations were resumed at 0800. It became obvious the fouled shaft could not be cleared by available divers and equipment. ComDesRon 66 requested availability for MASSEY in Yokosuka from ComSerDiv 102. Both ends of the fouled wire were brought on deck and secured. The wire was then cut short above the stoppers and the fantail cleared. At 1551 MASSEY got underway on the port engine and anchored in a berth 500 yards north of B-15, Wakayama, in preparation for sailing for Yokosuka the following morning in accordance with CDS 66 dispatch 300620 November.

D. Thomas

U.S.S. MASSEY (DD-778)

1 January 1946.

DD778/A12-1
Serial: 01

DECLASSIFIED

From: The Commanding Officer.
 To : The Commander in Chief, United States Fleet.

Subject: War Diary for Month of December.

Reference: (a) Cominch ltr FF1/A12-1/A16-3 (7152) of 29 October 1943.

Enclosure: (A) War Diary of the U.S.S. MASSEY (DD-778) for month of December 1945.

1. Subject report is herewith forwarded as enclosure (A).

D. I. Thomas
 D. I. THOMAS.

CC:
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 A12-1/DD-778
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RECORDED *170*

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U.S.S. MASSEY (DD-778)

CONFIDENTIAL

DD778/

WAR DIARY FOR DECEMBER

U.S.S. MASSEY (DD-778), commanded by Commander Donald I. Thomas, USN, operated as a unit of Destroyer Squadron Sixty-Six under the operational control of ComTaskGroup 55.4 (Commodore J.T. Bottom, ComTaskFlotOne, WILLARD KEITH, Flagship). Current operational assignment is Wakayama - Yokosuka destroyer courier.

- 1 December - 0955 MASSEY got underway from Wakayama to Yokosuka in obedience to CDS 66 dispatch 300625 November, as courier ship with two officers and twenty-four enlisted passengers, 737 sacks of U.S. Mail. The voyage was made on the port engine with the starboard shaft secured. No unusual difficulty was encountered while steaming with starboard shaft secured.
- 2 December - Arrived at Yokosuka, at 0940.
- 3 December - At 0945 salvage boat ARST-2 reported for duty from ComSerDiv 102 and divers went down to inspect the fouled starboard shaft. At 1245, after cutting away a sector of the rope guard and the riding turns of wire, the divers reported the starboard shaft cleared. Dock trial indicated no damage to the starboard shaft.
- 4 December - 1102 Got underway to fuel alongside AUCILLA (AO-56). Upon completion of fueling, at 1245, departed Tokyo Bay for Wakayama with 2 officers and 14 enlisted passengers, and 156 bags of U.S. Mail, in obedience to CDS 66 dispatch 031010.
- 5 December - Arrived Wakayama at 0741 and went alongside ENOREE (AO-69) for fuel. Upon completion of fueling at 0836, anchored in berth B-35. After receiving 6 officers and 46 enlisted passengers for transportation to the United States, got underway at 1357 in company with PUTNAM (Flag, CDS 66, and OTC), OWENS, and STRONG, for San Diego, California via Eniwetok and Pearl Harbor in accordance with ComFifthFleet dispatch 031111 December.
- 6-9 December - Making passage from Wakayama, Japan to Eniwetok in company with units of DesRon 66. Conducted ship and gunnery drills, test firings, enroute. WILLARD KEITH joined the Squadron at sea at daylight 6 December.
- 10 December - Arrived Eniwetok at 1044 M and went alongside YO-165 for fuel. Upon completion of fueling and after receiving 2 officers and 9 enlisted passengers for transportation to the United States, got underway at 1336 M for Pearl Harbor, T.H. in company with same units of DesRon 66.
- 11-14 December - Making passage from Eniwetok to Pearl Harbor, T.H. in company with units of DesRon 66.

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY FOR DECEMBER

- 15 December - Entered Pearl Harbor at 0720 and proceeded to moor alongside BEATTY (DD-756) in berth D-2. Fueled ship.
- 16 December - At 1352 got underway for San Diego, California in company with units of DesRon 66, now designated as Task Unit 15.1.13.
- 17-20 December - Making passage from Pearl Harbor to San Diego, California in company with units of DesRon 66. Conducted engineering tests enroute, included steady run data with various boiler and engine combinations.
- 21 December - At 1525 entered San Diego Harbor and moored alongside PUTNAM at Navy Pier. All separates were disembarked.
- 22 December - During the forenoon shifted berth to buoy #25.
- 23-31 December - Moored to buoy #25, San Diego, California, for leave, liberty and recreation.

SUMMARY OF SHIP'S POSITIONS

<u>1 December</u>			<u>5 December</u>		
<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>
0800	Wakayama, Japan		0800	Wakayama, Japan	
1200	33°-49.0'N	134°-50.8'E	1200	Wakayama, Japan	
2000	33°-33.0'N	137°-02.8'E	2000	33°-00.2'N	135°-51.5'E
<u>2 December</u>			<u>6 December</u>		
0800	Yokosuka, Japan		0800	31°-17.0'N	144°-43.0'E
1200	Yokosuka, Japan		1200	30°-08.0'N	140°-19.7'E
2000	Yokosuka, Japan		2000	28°-38.0'N	141°-59.0'E
<u>3 December</u>			<u>7 December</u>		
0800	Yokosuka, Japan		0800	26°-31.0'N	144°-30.9'E
1200	Yokosuka, Japan		1200	25°-9.0'N	146°-03.0'E
2000	Yokosuka, Japan		2000	24°-13.5'N	148°-10.5'E
<u>4 December</u>			<u>8 December</u>		
0800	Yokosuka, Japan		0800	21°-31.8'N	150°-50.5'E
1200	Yokosuka, Japan		1200	21°-10.0'N	152°-20.0'E
2000	33°-52.5'N	137°-38.0'E	2000	19°-42.0'N	154°-06.0'E

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U.S.S. MASSEY (DD-778)

DD778/

WAR DIARY FOR DECEMBER

9 December

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>
0800	17°-10.5'N	156°-47.0'E
1200	16°-17.0'N	157°-48.0'E
2000	14°-21.0'N	159°-52.5'E

15 December

<u>Time</u>	<u>Latitude</u>	<u>Longitude</u>
0800	Pearl Harbor, T.H.	
1200	Pearl Harbor, T.H.	
2000	Pearl Harbor, T.H.	

10 December

0800	Eniwetok, Marshall Islands	
1200	Eniwetok, Marshall Islands	
2000	Eniwetok, Marshall Islands	

16 December

0800	Pearl Harbor, T.H.	
1200	Pearl Harbor, T.H.	
2000	21°-59.5'N	156°-15.5'W

11 December

0800	12°-55.0'N	167°-59.0'E
1200	13°-34.0'N	169°-01.0'E
2000	14°-22.0'N	171°-36.0'E

17 December

0800	23°-17.0'N	153°-01.5'W
1200	23°-50.0'N	151°-50.5'W
2000	24°-50.5'N	140°-50.0'W

12 December

0800	15°-55.0'N	175°-22.0'E
1200	15°-40.0'N	176°-35.0'E
2000	16°-20.0'N	178°-56.0'E

18 December

0800	26°-13.5'N	145°-01.0'W
1200	26°-37.5'N	143°-47.0'W
2000	27°-35.0'N	141°-04.0'W

Crossed date line.

12 December

0800	15°-21.5'N	177°-22.0'E
1200	15°-40.0'N	176°-23.0'E
2000	18°-11.5'N	178°-56.0'E

19 December

0800	28°-45.0'N	136°-57.0'W
1200	29°-05.0'N	135°-39.0'W
2000	29°-51.0'N	132°-37.0'W

13 December

0800	17°-21.5'N	177°-25.0'W
1200	17°-43.0'N	176°-23.0'W
2000	18°-11.5'N	173°-54.0'W

20 December

0800	30°-42.5'N	128°-27.9'W
1200	31°-01.5'N	127°-01.0'W
2000	31°-34.0'N	124°-01.5'W

14 December

0800	20°-03.5'N	163°-39.0'W
1200	20°-18.5'N	162°-29.0'W
2000	20°-19.0'N	160°-13.0'W

21 December

0800	32°-22.0'N	120°-07.0'W
1200	32°-32.0'N	118°-50.5'W
2000	San Diego, California.	

22 - 31 December

San Diego, California.

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U.S.S. MASSEY (DD-778)

DD778/

SUMMARY OF AMMUNITION EXPENDED

6-9 December.

24 rounds 5ⁿ/38 (VT fused projectiles).
60 rounds 40 mm.
300 rounds 20 mm.

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DD778/A16-3 (092)
CONFIDENTIAL
DECLASSIFIED7 MAY 1945
REG. NO 209
REG. NO 7 03094
REG. SHEET NO 166

From: The Commanding Officer;
 To : The Commander in Chief, United States Fleet.
 Via : (1) The Commander Task Group 31.5.
 (Commander Destroyer Squadron SIXTY-THREE).
 (2) The Commander Task Force 31.
 (Commander Amphibious Force 5, U.S. Pacific Fleet).
 (3) The Commander THIRD Fleet.
 (4) The Commander in Chief, U.S. Pacific Fleet.

Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY
 to 24 June 1945.

Reference: (a) PacFlt Conf. Ltr. 1CL-45 dated 1 January 1945.

PART I
BRIEF SUMMARY

A. MASSEY was attached to Task Groups 51.5 and 31.5 from 2 May until 24 June and during that time performed duties as radar picket and radar picket support vessel in the Okinawa screen. During the above period this vessel was under attack by enemy aircraft on several occasions and on every occasion but one the planes directly attacking this vessel were either shot down or damaged and driven off. The one exception was a surprise suicide type night diving attack by a float plane which overshot the ship. Six enemy aircraft were destroyed by own gunfire unassisted, three by gunfire assists with one other ship, and several other planes were seen to retire damaged after starting attack.

PART III
CHRONOLOGICAL ACCOUNT OF ACTION3 May 1945

Moonrise 2226; Moonset 0825

- 0001 Anchored in Hagushi Beach Transport Area after reporting to CTG 51.5 for duty.
- 0900 Commanding Officer attended conference in BISCAYNE and received verbal orders to proceed to Radar Picket Station #2 to relieve GAINARD.
- 1100 Underway for Radar Picket Station #2.
- 1200 Weather: Overcast, light variable breeze, smooth sea, surface visibility good.
- 1524 Relieved GAINARD on station and commenced patrol as support ship for LOWRY. Set condition of readiness "One-Easy".
- 1618 General Quarters for possible air attack from the North. CAP splashed Dinah overhead at 34,000 feet.

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7 July 1945

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Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY
to 24 June 1945.

4 May 1945

Moonrise 0012; Moonset 1102

- 0200 General Quarters for possible air attack.
- 0224 Opened fire on enemy aircraft at 10,000 yards. Plane reversed course and retired at 240 knots.
- 0226 Ceased firing.
- 0408 Enemy float plane came out of land echoes at 7,000 yards, dove on ship and passed overhead at an altitude of 400 feet.
- 0505 Secured from General Quarters, set condition "One-Easy" as planes cleared the area.
- 0740 General Quarters for possible air attack from the North.
- 0742 CAP shot down one plane to the North. Numerous groups of enemy planes in the northeastern sector from 10 to 15 miles. CAP engaged enemy when visual contact was possible.
- 0820 Commenced maneuvering at high speed keeping threatening planes on the beam. Two planes started to dive out to the North. CAP shot down both planes at about 12,000 yards.
- 0825 Many dog fights and splashes by CAP.
- 0831 Two Zekes started dives at MASSEY and LOWRY from starboard beam. Plane headed for MASSEY hit repeatedly, burned, and then wings fell off at 500 yards. Plane crashed 50 yards on port quarter of MASSEY. No damage to MASSEY. The other plane crashed close aboard LOWRY doing some damage to that ship. Zeke which attacked MASSEY gave signal for simultaneous attack by rocking wings before starting power glide.
- 0836 Val circling to get on our tail, came in from about 5,000 feet in a 30° dive. Opened fire, burned plane at 2,000 yards but plane kept coming for the bridge. At 500 yards, one wing was knocked off and the plane lurched to the right, passing over the forecastle to crash in the sea. No damage to MASSEY.
- 0955 Secured from General Quarters as enemy planes cleared the area.
- 1018 General Quarters for possible air attack.
- 1104 Secured from General Quarters as enemy plane left the area.
- 1200 Weather: Clear, scattered clouds, cloud cover 0.4, light variable breeze, smooth sea, surface visibility very good.

7 July 1945

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CONFIDENTIAL

Subject: Action Report - Okinawa Gunto Operations, for period **2 MAY**
to 24 June 1945.

4 May 1945 Cont'd.

- 1633 General Quarters for possible air attack.
1704 Secured from General Quarters as enemy plane left the area.
1904 General Quarters for possible air attack.
2000 Secured from General Quarters as enemy plane left the area.

5 May 1945

Moonrise 0101; Moonset 1201 Last Quarter

- 0207 Enemy plane bearing 015°(T)- 30 miles, closing.
0210 Crew to General Quarters.
0245 MASSEY opened fire on enemy plane at range 8,000 yards, bearing 345°(T); plane dived and reversed course retiring to North.
0340 Low flying plane skirted formation at distance 8 miles from bearing 230°(T) to 350°(T) then headed North without threatening. Plane flew about 2 miles East of Iheya Jima using landmark for concealment.
0346 Observed enemy plane shot down by night fighter to North about 12 miles.
0450 Plane shot down by night fighter bearing 037°(T), 12 miles.
1200 Weather: Weather changeable; scattered rains, wind light from 100°(T), sea light swell from 100°(T), visibility good, overcast ceiling 1000-3000 feet.

Exercised crew at General Quarters several times during day and evening, but raids did not attack and no firing was done by MASSEY.

6 May 1945

Moonrise 0148; Moonset 1303

- 0210 Enemy plane came in vicinity from North passed to West at distance of about 10 miles. Appeared to be heckler or snooper.
0409 Observed AA fire on Okinawa.
0505 Secured from General Quarters. Went to General Quarters several times during day when enemy planes reported in vicinity.
0530 CAP of 18 planes on station.
1121 Friendly Corsair shot down by mistake by another friendly plane, crashed just south of Yoron Jima. Pilot landed in parachute about 1500 yards off beach. MASSEY dispatched LCS and LSM to pick up pilot while covering him from beach action. Corsairs strafed beach and island of Yoron Jima starting a number of fires.

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7 July 1945

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CONFIDENTIAL

Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to 24 June 1945.

6 May 1945 Cont'd.

- 1150 LCS picked up pilot who was unharmed and identified himself as Major Kammerer, USMCR.
- 1150 Received CTG 51.5 dispatch 052321 directing that all ships on Radar Picket Station #2 return to Hagushi. Proceeded to Hagushi Beach having other ships of station form up astern.
- 1200 Weather: Clear; moderate wind from 280°(T); sea light, some swells from 300°(T); visibility very good, cloud coverage 0.6.
- 1610 Reported to CTG 51.5 by radio and was instructed to depart from company with other members of Radar Picket Station #2 and proceed to Kerama Retto to replenish fuel and ammunition.

7 May 1945

Moonrise 0233; Moonset 1406

- 1025 Completed replenishment fuel and ammunition. Underway, proceeded out of Kerama Retto to Hagushi Beach and anchored in berth H-105.
- 1200 Weather: Cloudy, low visibility, clouds moving from NNE to SSW.

8 May 1945

Moonrise 0315; Moonset 1510

- 1200 Weather: Raining, passing showers, visibility poor, sky mostly overcast.

9 May 1945

Moonrise 0356; Moonset 1615

- 1200 Weather: Clear with few clouds, visibility good.
- 1319 Underway on signal from CDS 64 to form AA patrol screen, 1500 yards to westward of Transport Area.
- 1847 Enemy planes closing from West, 290°(T) - 40 miles. General Quarters.
- 2115 Enemy planes dropped bombs on Yontan Field.
- 2135 Secured from General Quarters.
- 2247 Anchored in position just outside of Transport Area. There were several succeeding air raids during remainder of night and the ship was at General Quarters until 0435.

10 May 1945

Moonrise 0437; Moonset 1722

- 0759 Underway in company with PRITCHETT to RP #7 where relieved GAINARD and DITTER, PRITCHETT OTC. Fighter Director team in PRITCHETT.
- 1200 Weather: Clear with middle and high clouds, visibility good. Light

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7 July 1945

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Subject: Action Report - Okinawa Gunto Operation, for period '2 MAY'
March to 24 June 1945.

10 May 1945 Cont'd.

breeze of about 4 knots.

1922 General Quarters for evening alert. Several bogies appeared in southwest but none within firing range. No attacks on RP#7.

2055 Secured from General Quarters.

11 May 1945

Moonrise 0519; Moonset 1828

0715 General Quarters when unidentified plane in vicinity 18 miles bearing 250°(T); secured when clear.

0837 General Quarters, approach of hostile planes from southwest. None came within gun range. Considerable air activity reported in area northwest of Okinawa; numerous enemy planes made torpedo, bombing, and suicide attacks on picket stations; large number of planes shot down by CAP.

1200 Weather: Clear with middle and high clouds, visibility good, slight breeze.

1910 General Quarters for evening alert. Visibility poor, fog and haze - evening quiet.

12 May 1945

Moonrise 0603; Moonset 1937

1200 Weather: Clear, visibility good.

Day quiet, no planes in vicinity.

13 May 1945

Moonrise 0651; Moonset 2044

0245 General Quarters; unidentified planes approaching from West at 30 miles but bogies passed without coming within gun range.

1200 Weather: Clear, middle and high clouds, visibility good, slight breeze.

1519 Relieved by WALKER and proceeded to Hagushi Anchorage.

1853 General Quarters upon approach of enemy plane to Northwest, made smoke when directed.

2035 Secured from General Quarters, area clear.

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7 July 1945 * 128

Subject: Action Report - Okinawa Gunto Operation, for period 2 MAY +
to 24 June 1945.

14 May 1945

Moonrise 0744; Moonset 2148

0302 General Quarters for possible air attack, planes to Northwest.

0406 Secured from General Quarters.

0906 Underway and fueled from HCUSATOMIC.

1200 Weather: Clear, visibility excellent, light sea from 280°(T), light breeze from 280°(T).

1237 General Quarters, enemy plane in vicinity bearing 135°(T) - 8 miles. Secured from General Quarters when high flying plane cleared area.

1305 Anchored in berth H-182 Hagushi.

1900 General Quarters, enemy plane reported 20 miles to South.

2002 Secured from General Quarters, enemy planes cleared.

15 May 1945

Moonrise 0840; Moonset 2247

1200 Weather: Passing showers, overcast, low clouds, visibility poor.

1819 Enemy planes reported to Northwest at 35 miles. General Quarters. Ordered by CTG 51.5 dispatch 150909 to get underway in Transport AA screen.

2050 Anchored and secured from General Quarters when all planes clear of area.

16 May 1945

Moonrise 0938; Moonset 2341

0308 Enemy plane approaching from North and West; ship to General Quarters. Made smoke as requested.

0313 Noted explosion on beach in vicinity of Yontan Field as result of enemy bombs.

0459 Set condition "One-Easy", planes clear of area.

0700 Set condition II.

0819 Underway for Kerama Retto and there obtained replacement 40mm hydraulic train unit from HADLEY who had been damaged in earlier air action.

1200 Weather: Clear, high clouds, slight breeze.

7 July 1945

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CONFIDENTIAL

Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY
to 24 June 1945.

17 May 1945

Moonrise 1036; Moonset 0004

1134 Departed Kerama Retto and proceeded to Hagushi.

1200 Weather: Clear, middle and high clouds, visibility excellent, slight breeze.

1717 Underway and reported to CDS 66 for duty in Transport AA screen. Went to General Quarters several times during night, but no bogies approached within gun range.

18 May 1945

Moonrise 1133; Moonset 0028 1st Quarter

0042 Anchored Hagushi Beach Transport area.

1200 Weather: Cloudy, low and middle clouds, visibility very poor, slight breeze.

1753 Underway to take AA screening station A-37 near Ie Shima.

1855 Bogies 350°(T) - 16 miles and 038°(T) - 23 miles closing; General Quarters.

1933 Arrived on station A-37 and commenced patrol.

2346 Secured from General Quarters. Several bogies passed close, but still outside effective gun range. Fire on enemy aircraft at night not generally opened unless we have good solution and range closes to 7,000 yards.

19 May 1945

Moonrise 1228; Moonset 0110

0520 Proceeded to Radar Picket Station #15 in accordance CTG 51.5 dispatch 181230.

0745 Relieved DREXLER on Radar Picket Station #15, patrolling in company with WADSWORTH.

1200 Weather: Rainy, foggy; visibility poor; light sea, light wind.

1425 FOOTE reported as additional support ship; fell in in column astern. Weather poor for flying all day; no air activity.

20 May 1945

Moonrise 1321; Moonset 0148

1200 Weather: Rainy all day, low clouds, overcast, visibility poor..

1823 General Quarters when enemy planes approached from Northwest and West. Planes attacked several other stations, but did not close within our firing range. 742

2107 Secured from General Quarters; area clear of enemy planes. 7

7 July 1945

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CONFIDENTIAL

Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to 24 June 1945.

21 May 1945

Moonrise 1414; Moonset 0222

- 0040 General Quarters for possible air attack.
- 0054 Secured from General Quarters when plane passed out of vicinity.
- 1200 Weather: Passing showers, low clouds, overcast, visibility very poor.
- 1818 BRADFORD joined formation. BRADFORD to relieve WADSWORTH at daybreak.
- 1840 General Quarters when enemy planes approached from North, secured when clear.

22 May 1945

Moonrise 1504; Moonset 0254

- 0520 BRADFORD relieved the WADSWORTH as Fighter Director ship; WADSWORTH departed formation. Flying weather very poor.
- 1200 Weather: Cloudy, low clouds, slight breeze, visibility poor.
- 2319 Several bogies reported closing bearing 352°(T)- 32, 005°(T)- 34 and 015°(T)- 36. General Quarters. Bogies continued approach.

23 May 1945

Moonrise 1554; Moonset 0326

- 0000 Steaming in company FOOTE and BRADFORD (OTC and Guide) on Radar Picket Station #15; enemy aircraft closing from North and Northeast.
- 0106 BRADFORD opened fire on enemy plane to West; MASSEY quickly followed.
- 0107 Ceased firing when plane radically changed course and retired.
- 0140 Vicinity cleared of planes, secured from General Quarters.
- 1200 Weather: Passing showers, low clouds, visibility very poor, light air.
- 1700 WATTS joined formation; will relieve MASSEY at daylight. WATTS fell in astern in column. Four DD's in column, BRADFORD (OTC) and Fighter Director ship leading.
- 2012 Numerous raids from Northwest, North, and Northeast. Planes appear to be making coordinated approaches. General Quarters for air attacks.
- 2024 Changed speed of formation to 30 knots.
- 2031 WATTS opened fire to East.
- 2033 WATTS ceased fire when plane turned away. Planes forming for attack to Northwest at 14 miles.

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7 July 1945

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CONFIDENTIAL

Subject: Action Report - Okinawa Gunto Operations, for period to 24 June 1945. 2 MAY

23 May 1945 Cont'd.

- 2036 MASSEY opened fire, following BRADFORD, at plane bearing 340°(T) at range 8,000 yards; plane maneuvered vigorously and opened to ten miles. Plane skirted formation at 10 miles, made several feints then headed out to Northwest.
- 2048 Secured from General Quarters.
- 2318 Numerous enemy planes to North and Northwest.
- 2319 General Quarters for air attack.
- 2345 Formation was steaming at 29 knots and changing course to left avoiding plane on the bow, when combat noted that a plane which had been orbiting at a distance of approximately 10 miles on our starboard quarter had moved in and was making a run from astern. MASSEY turned right and pulled out of column to keep plane on beam and take it under fire at 7,000 yards range.
- 2347 Plane bearing 165°(T) splashed by MASSEY at range of about 1500 yards.

24 May 1945

Moonrise 1645; Moonset 0358

- 0013 MASSEY rejoined group taking position in column astern of BRADFORD.
- 0033 Opened fire following BRADFORD at plane on port beam 280°(T) at 11,000 yards. Plane maneuvered and opened out.
- 0041 WATTS, FOOTE and BRADFORD fired on plane on starboard bow 040°(T). MASSEY withheld fire and continued tracking plane at 085°(T) at 12 miles; also to watch plane at 353°(T) - 14.
- 0055 LCS 121 reported that a near miss by bombs from plane on starboard beam had blown a six inch hole in the side of LCS, killing two and seriously wounding three.
- 0108 Plane on port bow on run in, appeared to be making a determined attack on formation.
- 0109 BRADFORD, FOOTE, WATTS opened fire.
- 0110 When tracking disclosed that plane had started to dive at formation, MASSEY opened fire at 5,000 yards. Plane flamed at 2,000 yards and appeared to be chewed up by 40mm fire as he approached head-on.
- 0110 Plane crashed bearing 330°(T)- 800 yards. Credited to MASSEY and BRADFORD as "joint kill".

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Subject: Action Report - Okinawa Gunto Operations, for period ~~27 March~~ ^{1 2 MAY}
to 24 June 1945.

24 May 1945 Cont'd.

During this engagement nineteen raids passed in vicinity of Radar Picket Station #15. A total of six kills was recorded: MASSEY - 1 unassisted; MASSEY and BRADFORD - 1 split; FOOTE - 1; WATTS - 1; all four ships - 1 joint; LCS 121 - 1.

0245 Secured from General Quarters.

0320 Raids closing from North and Northeast. General Quarters. Raids passed about 15 miles to east then to south.

0450 MASSEY departed formation and proceeded to Hagushi in accordance with CTG 51.5 dispatch 230203 and fueled as directed from SUAMICO thence proceeded to Kerama Retto for ammunition and provision replenishments.

1200 Weather: Clear, middle and high clouds, visibility very good, light air.

25 May 1945.

Moonrise 1737; Moonset 0431

0307 Enemy plane reported in vicinity. General Quarters. During day many enemy planes came into Okinawa area and many were shot down.

1200 Weather: Passing showers, middle and low clouds, visibility very poor, light air.

1233 Underway and proceeded to Hagushi Beach, and anchored at 1513.

1625 Underway to escort damaged ship (ROPER, APD-20) to Kerama Retto as directed by CTG 51.5 radio dispatch 250828.

1755 Parted company with ROPER at Kerama Retto and returned to anchorage at Hagushi.

26 May 1945

Moonrise 1831; Moonset 0505.

1200 Weather: Passing showers, low clouds, visibility very poor, light air.

1537 Received report that possible air attack was forming to West. General Quarters.

1613 Underway on signal from CDS 66 and proceeded to station #5 in Transport AA Screen.

2019 Secured from General Quarters and proceeded to Hagushi anchorage on signal from CDS 66.

27 May 1945

Moonrise 1926; Moonset 0543. Full Moon.

0001 Designation of units of TF51 now changed to those of TF 31 in accordance dispatch 260755 of June of CTF 51.

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Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY
to 24 June 1945.

27 May 1945 Cont'd.

- 0735 Enemy planes reported to Southwest. General Quarters.
- 0744 Underway in accordance signal from CDS 66 and took station #5 in Transport AA screen.
- 0800 Received message that BRAINE had been hit by suicide plane on RPS #5.
- 0809 Proceeded at best speed to Radar Picket Station #5 for duty in accordance CTG 31.5 dispatch 262308 in company DYSON.
- 0841 Secured from General Quarters.
- 0937 General Quarters, enemy plane reported over Southern Okinawa.
- 1014 Set condition I "E".
- 1056 Set condition II watch.
- 1120 Arrived Radar Picket Station #5 in company with DYSON and commenced patrol.
- 1200 Weather: Light showers, middle and high clouds, visibility poor but increasing, light air.
- 1300 W.D. PORTER joined on station, took over Fighter Direction.
- 1305 DYSON departed station as escort for damaged ship. MASSEY assumed OTC.

28 May 1945

Moonrise 2021; Moonset 0624

- 0059 Bogey 170° - 35.
- 0103 General Quarters. Bogey at 170° - 27, another bogey at 340° - 30.
- 0105 MASSEY designated PORTER to take southern target, MASSEY the northern.
- 0154 PORTER opened fire on plane to south and plane turned sharply and opened. Plane to north (MASSEY's target) upon seeing fire opened, turned quickly and retired to north. MASSEY did not fire.
- 0321 Secured from General Quarters.
- 0659 General Quarters. Bogey closing on bearing 335° - 27. One Tony shot down by CAP eight miles to Eastward. This Tony dropped bomb and attempted to get clear when CAP started after him.

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Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to 24 June 1945.

29 May 1945

Moonrise 2116; Moonset 0709.

0515 GWIN joined MASSEY and PORTER.

0620 GWIN assumed OTC.

1200 Weather: Cloudy, low clouds, visibility poor, breeze of about 5 knots from NE.

1830 General Quarters for evening alert. Many planes in small groups approached Okinawa from north and west; none came closer than 20 miles to Radar Picket Station #5.

1944 Secured from General Quarters.

30 May 1945

Moonrise 2209; Moonset 0801.

During morning weather closed in and visibility very poor.

1330 FULLAM relieved MASSEY on station, MASSEY proceeded to Hagushi in accordance CTG 31.5 dispatch 300057.

31 May 1945

Moonrise 2300; Moonset 0857.

0214 General Quarters when planes reported closing from northeast.

0300 Secured when all clear.

0736 Underway in accordance CTF 31.5 dispatch 302313 and proceeded to Korama Retto.

1235 Commenced 3 days at anchor availability to install fighter director gear.

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Subject: Action Report - Okinawa Gunto Operation, for period from 2 MAY through 24 June 1945.

1 June 1945

Moonrise 2349; Moonset 0956.

1200 Weather: Clear, light breeze from 190°(T), light sea from 210°(T), visibility good, cloud cover 0.9.
1940 General Quarters upon receiving enemy plane report.
2021 Secured from General Quarters when all enemy planes left area.

2 June 1945

Moonrise 0011; Moonset 1056.

1200 Weather: Showers, complete overcast, light breeze from 195°(T), slight sea, visibility fair to poor.

3 June 1945.

Moonrise 0033; Moonset 1157
Last Quarter.

0241 General Quarters for threatening air attack; made smoke as directed.
0307 Secured from General Quarters.
0800 Underway for Hagushi Beach anchorage.
1200 Weather: rain, light easterly breeze, light easterly sea, good to fair surface visibility, cloud cover 0.8.
1238 General Quarters for possible air attack.
1250 Underway to take place in Transport AA screen.
1604 Returned to anchorage.

4 June 1945

Moonrise 0113; Moonset 1259.

0350 Underway for Radar Picket Station #9 (about 50 miles southwest of Okinawa Shima) to relieve SPROSTON.
0720 Received picket station orders from SPROSTON who returned to port; joined W.D. PORTER and WILLARD KEITH as additional support ship. MASSEY assumed CTC, formed ships in column, distance 800 yards, and commenced patrol at 15 knots on courses 150°(T) and 330°(T). W.D. PORTER is fighter director ship. Support craft are LCS's 112, 113, 117 (SOP of support craft), and LCS 92 who are patrolling 2000 yards to the southwest of the destroyer track on parallel courses.
1000 Received typhoon warning.
1200 Weather: Rain, moderate sea from 210°(T), light wind from 190°(T), visibility poor, completely overcast.
1202 In accordance with CTF 31 despatch, directed LCS support group to proceed to Hagushi Beach.
1315 In rainstorm, sighted mine 75 yards dead ahead and avoided the mine by quick maneuvering. Emergency signal was hoisted and warning sent to other ships by TBS. W.D. PORTER was instructed to sink the mine which she did in Latitude 25°59'N, Longitude 126°-56'E. The mine was identified as Japanese Type 93, Mod. 1.
1452 General Quarters for possible air attack.
1527 Secured from General Quarters when enemy planes cleared the area.
1643 MASSEY in company with W.D. PORTER and STODDARD departed Radar Picket Station #9 for Nakagusuku Wan to report to CTC 31.19.
2035 Anchored in Berth B-46, Nakagusuku Wan of Okinawa Shima on order of CTC 31.19.

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5 June 1945

Moonrise 0153; Moonset 1401.

- 0510 MASSEY, W.D. PORTER, and STODDARD released from duty with CTG 31.19 and proceeded out of harbor to resume duty on Radar Picket Station #9 on order of CTG 31.5.
- 0924 Arrived on station and resumed patrol.
- 0948 General quarters when bogey reported in vicinity.
- 1200 Weather: Scattered rain, light breeze and sea from 100°(T), surface visibility good, completely overcast.
- 1850 Sounded general quarters for evening alert.
- 2049 Secured from general quarters.
- 2200 Received word a night fighter was lost southwest of Radar Picket Station #9. On request, W.D. PORTER fired one starshell every two minutes to aid the lost plane in homing.
- 2241 W.D. PORTER ceased firing.

6 June 1945

Moonrise 0229; Moonset 1505.

- 1145 General quarters on report of plane contact; secured shortly thereafter on all clear.
- 1200 Weather: Clear, good visibility, broken clouds and haze, sea slight, wind about 10 knots from 320°(T).
- 1414 General quarters on report of plane contact; secured shortly thereafter on all clear.
- 1540 CLAXTON assumed OTC and formed the three destroyers in an equilateral triangle on a 1500 yard circle. Axis 330°(T), CLAXTON #1, MASSEY #2, and STODDARD #3 and commenced patrol on courses 150°(T) and 330°(T) at 15 knots.
- 1615 General quarters on reported plane contact.
- 1717 Secured from general quarters when plane cleared area.
- 1755 Four Thunderbolts departed for base leaving four F4U's in CAP and two F4U's on Radar Picket Patrol.
- 1852 General quarters for evening alert.
- 1854 Sugar George operator reported a "possible bogey" at 240°(T), distance 15 miles. This contact was broadcast on TBS.
- 1855 MASSEY again reported bogey at "240°(T) - 12". Other ships still did not see. Control "designated" on the target.
- 1857 Bogey at 225°(T) - 7 miles. Other ships picked up bogey. Visual identification of planes was two Zekes, one Val, one unidentified. Raid split.
- 1858 Went to speed 20 knots. Two planes closing; went to 30 knots. Friendly fighters present could not intercept because of suddenness of approach and cloud cover which prevented sighting. Two Zekes appeared to be making run on port beam. Control and main battery on forward (right) plane, automatic weapons watching second plane, to left of and behind the first plane. Two F4U's came into line of sight at about 10,000 yards and fire had to be temporarily checked until the enemy planes had approached to about 7000 yards, at which time (1900) #1 was taken under fire again by the main battery and shortly thereafter #2 was taken under fire by the automatics. The ship was brought slightly left to keep the planes on the beam. Plane #1 continued to close to about 3500 yards when he cut across plane #2's track. When it was seen plane #1 was going to pass astern of the ship, the main battery

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6 June 1945 (continued)

- shifted fire to plane #2 which had closed to 1200 yards headed for the bridge structure. At 900 yards plane #2 changed course to right. The plane was being hit repeatedly with 20mm and 40mm and its course was continually altered toward the ship's stern. Plane #2 missed stern and crashed about 40 yards on the starboard quarter. Plane #1 had passed about 1500 yards astern and was reported burning by the after control officer. Plane #1 was then taken under fire by STODDARD and crashed shortly thereafter on the opposite side of the formation at about 1902. Planes #3 and #4 in the meanwhile had crossed astern at about 10 miles. Plane #3 now made a fast approach on the starboard side and was taken under fire by CLAXTON or STODDARD or both. Plane #3 splashed at about 1903. Plane #4 was tracked at about 12 miles astern during the previous three attacks and was now sighted making a dive from about 5 miles on our starboard quarter. Ship was swung right. Speed 30 knots. Control was coached on #4, a Zeke, by combat and the lookouts. F4U's swooped down to about 3000 feet on the starboard quarter and some of the automatic weapons fired a few bursts at them before shifting fire to Zeke on the same bearing at about 4500 yards. At 3500 yards the main battery opened fire and three 5"/38 projectiles in rapid succession burst beneath the Zeke. The Zeke exploded in flames and dove at about 70° in a spiral to crash 1200 - 1500 yards on the MASSEY'S starboard quarter.
- 1910 All ships reported the area clear of unidentified planes.
- 1923 Slowed to 15 knots.
- 1925 Radar Picket Patrol and CAP dispatched to base.
- 1932 Sugar Charlie picked up bogey "bearing 295°(T), distance 11 miles". Information broadcast to other ships.
- 1933 Sugar Charlie operator reported "Bogey bearing 290°(T), distance 10 miles, closing - several planes". Control coached on.
- 1934 OTC changed course to 030°(T) then to 050°(T) and changed speed to 20 knots and to 25 knots. Control reported planes as "Five Vals - low on the water". Sugar George radar operator reported the raid at 296°(T), distance 9 miles, low and that the raid was splitting. Two planes (#3 and #4) were seen to detach themselves and start a run straight in from about 7 miles. One plane (#5) started to skirt the formation to the South, weaving and threatening while two planes (#1 and #2) started to skirt the formation to the North. Control and the main battery were placed on the Northern group (forward) and on the most forward plane, while the automatics tracked the following plane.
- 1938 Main battery opened fire on leading plane (#3) at 9000 yards. #3 closed to 4000 yards and then turned sharply to his left to swing North and join the other skirting group. Speed now 30 knots. Plane #4 closed to 4000 yards and was taken under fire by the automatics of CLAXTON and MASSEY. Main battery shifted to #4, but fire was ineffective because of short range. MASSEY maneuvered to left to keep plane on the beam. At about 500 yards the plane (an Oscar) banked sharply to the left and made a suicide dive on the CLAXTON splashing about 10 yards from her starboard side amidships.
- 1940 Passed unidentified man in water wearing life jacket. Combat made note of this sighting.
- 1941 CAP planes were called back to assist in fighting off the enemy planes

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6 June 1945 (continued)

- skirting the formation to the North.
- 1941 MASSEY took over IFD net reports from CLAXTON. A bandit closed to 4 miles on 270°(T). At the same time a bandit at 060°(T) - 9 miles closed to 0650(T) distance 7 miles (about 070° relative). MASSEY told CASCU to keep planes clear 10 miles to the North of the formation. MASSEY opened fire on #2 at 0650(T), range 6000 yards. #2 burned brightly upon being hit early and crashed in a shallow dive. STODDARD declined assistance on this splash. While #2 was under fire, #3 started a slow weaving run from 040°(T) - 10 miles and combat alerted the automatics to watch him. #3 closed to 5 miles, to 7500 yards at which time control had ceased firing on #2. Fire was shifted to #3 at 6000 yards and the automatics also opened fire. #3 approached to about 4500 yards when he was hit and small clouds of burning material began to fall. #3 then turned away and fire was checked at about 7000 yards. The plane slowed and lost altitude as it was tracked out to 12,000 yards, altitude zero, and disappeared from all radar screens. One 5" director operator claimed to see a splash. Visibility was very limited and darkness was setting in. #5 plane opened to the South then headed East up the coast of Okinawa; turned West, and was last seen bearing 275°(T) at 54 miles on course 250°(T), speed 150, while night fighters were being directed on him.
- 2059 Secured from General Quarters when planes had left the area. Ordered CAP and Radar Picket Patrol to return to base.
- 2117 Hold quarters for muster; all present or accounted for. Support craft, directed by the destroyer CIC plots, picked up two men in the water first sighted by MASSEY at 1940.

7 June 1945.

Moonrise 0312; Moonset 1609.

- 0302 General quarters for possible air attack.
- 0321 Secured from general quarters when bogies left the area.
- 0630 General quarters for possible air attack.
- 0715 Secured from general quarters as bogies cleared area.
- 1200 Weather: clear, moderate wind from 320°(T), light sea from 310°(T), visibility very good, cloud cover 0.3.
- 1314 General Quarters for possible air attack.
- 1330 Secured from general quarters when bogey left area.
- 1402 General quarters for possible air attack.
- 1417 WADSWORTH relieved CLAXTON. MASSEY assumed OTC and guide. Formed column MASSEY #1, WADSWORTH #2, and STODDARD #3, distance 800 yards.
- 1428 Secured from general quarters as bogey cleared area.
- 1840 General quarters for evening alert.
- 1926 MASSEY reported bogey "285° - 25 miles". Course changed to bring bogey on the beam.
- 1929 MASSEY reported to WADSWORTH "Bogey angels are 2.5, speed 240". WADSWORTH vectored CAP.
- 1930 WADSWORTH reported sighting low on the water - a twin engine plane. Control verified.

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7 June 1945 (continued)

- 1931 The plot was merged.
 1932 WADSWORTH reported Tallyho from CAP. MASSEY control reported two engine plane with two CAP on his tail had just dropped bomb.
 1933 Increased speed to 28 knots.
 1934 CAP splashed one twin engine bomber. This plane flew 3000 yards completely wrapped in flames at altitude 50 feet and speed 240 before crashing.
 1943 Fighters reported a NICK on splash.
 2245 High flying plane dropped window 5000 yards on port quarter, but did not close.

8 June 1945.

Moonrise 0345; Moonset 1821

- 1113 Relieved on station, proceeded to Kerama Retto for fuel and ammunition.
 1200 Weather: Clear, moderate wind from 040°(T), light sea from 040°(T), visibility very good, cloud cover 0.7.

9 June 1945

New Moon - Moonrise 0440; Moonset 1928

- 1200 Weather: Clear, light breeze from 110°(T), visibility very good, cloud cover 0.7.

10 June 1945.

Moonrise 0530; Moonset 2031.

- 0707 Underway and proceeded Kerama Retto to Hagushi Beach.
 1115 Received Fighter Director personnel on board for temporary duty on orders from ComAirSupport Unit.
 1200 Weather: Rain, light breeze from 130°(T), visibility fair to poor, completely overcast.
 1918 General quarters for possible air attack.
 1959 Secured from general quarters when bogey cleared the area.

11 June 1945

Moonrise 0627; Moonset 2129.

- 1200 Weather: Clear, moderate breeze from 140°(T), visibility good, cloud cover 0.8.
 1217 Underway and proceeding to relieve WADSWORTH on Radar Picket Station #9.
 1518 Relieved WADSWORTH as Fighter Director Ship on Radar Picket Station #9, ComDesRon 49 OTC in PICKING. MASSEY on port quarter of PICKING in triangular formation, distance 1900 yards. Patrol courses 030°(T) - 210°(T) at 15 knots. Four LCS support craft 3000 yards southwest of the destroyer track. CAP present, eight Corsairs. Two Corsairs on Radar Picket Patrol.
 1638 General Quarters for possible air attack.
 1657 Bogey identified as C-54 by CAP. Secured from general quarters. Two friendly planes identified and directed to their base.
 1801 General quarters for possible air attack.
 1821 Interception identified friendly plane. Secured from general quarters.
 1912 All CAP and Radar Picket Patrol departed for base. Received CTF 31's typhoon warning.

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12 June 1945

Moonrise 0721; Moonset 2221

- 0230 All ships on Radar Picket Station #9 departed in company for Hagushi Beach in compliance with CTG 31.5 dispatch. MASSEY ordered to report to CTG 31.5.
- 0559 Received orders over TDS from ComDesRon 24 to rendezvous with ANTHONY and WILKE outside Hagushi Transport Area at 0700 Item.
- 0700 Arrived at rendezvous and proceeded in company to Radar Picket Station #9. MASSEY took station astern of ANTHONY and assumed Fighter Direction Duty.
- 1050 Arrived on station. No support craft on station. Eight Corsairs on CAP and two on Radar Picket Patrol.
- 1150 General quarters for possible air attack.
- 1200 Weather: Light rain, moderate wind from 140°(T), slight sea from 175°(T), visibility poor, completely overcast.
- 1217 Secured from general quarters when plane identified as a C-54 by CAP.
- 1417 LCS 117 (SOP support craft) LCS 12, and LCS 129 reported for duty and were stationed 2000 yards to southwest.

13 June 1945.

Moonrise 0320; Moonset 2307.

- 1200 Weather: Clearing, broken clouds 0.7, moderate breeze and slight sea from 180°(T), visibility good.

14 June 1945.

Moonrise 0920; Moonset 2346.

- 0740 General quarters for possible air attack; secured when CAP identified bogey as a TBF.
- 0940 General quarters for possible air attack; secured when CAP identified bogey as friendly PBM.
- 1131 General quarters for possible air attack; secured when single high bogey left area.
- 1200 Weather: Clear, fresh breeze and slight sea from 180°(T), visibility very good, cloud cover 0.3.

15 June 1945

Moonrise 1018; Moonset 0004.

- 0852 Relieved on station by GAINARD, proceeded to Kerama Retto on orders from CTG 31.5.
- 1200 Weather: Clear, fresh breeze and slight sea from 180°(T), visibility very good, cloud cover 0.3.

16 June 1945.Moonrise 1113; Moonset 0022
First Quarter.

- 1200 Weather: Light rain, light breeze from 190°(T), visibility very good, cloud cover 0.5.

17 June 1945

Moonrise 1206; Moonset 0055.

- 1200 Weather: Clear, fresh breeze from 230°(T), visibility very good, cloud cover 0.7.

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18 June 1945

Moonrise 1258; Moonset 0127

0754 Underway for Hagushi Beach under orders from CTG 31.5.

1200 Weather: Clear, fresh breeze from 230°(T), good visibility, cloud cover 0.3.

2000 General Quarters for possible air attack. Made smoke as directed.

2017 Secured from general quarters as enemy planes left area.

19 June 1945

Moonrise 1348; Moonset 0158.

1200 Weather: Clear, moderate breeze from 250°(T), surface visibility good, big
clouds.

20 June 1945

Moonrise 1439; Moonset 0230.

1200 Weather: Clear, moderate breeze from 250°(T), visibility very good, cloud
cover 0.8.

21 June 1945

Moonrise 1531; Moonset 0230.

0420 Underway and joined transport AA screen.

1007 MASSEY and BOYD proceeded to Kerama Retto for fuel.

1200 Weather: Clear, light breeze and slight sea from 340°(T), surface visibility
very good, cloud cover 0.7.

1440 Received orders from CTG 31.5 to proceed to Radar Picket Station #15 by one
hour before sunset and relieve WILLARD KEITH.

1750 Joined Picket Station #15 group and took up station #4 of CDS 24 cruising
disposition. ANTHONY (CDS 24) in #1, DYSON (Fighter Director Ship) #2, and
WILLARD KEITH in #3 of a diamond formation with ANTHONY leading and 1000
yards between adjacent ships.

2132 General quarters for possible air attack; secured when plane was identified
as friendly.

2138 General quarters for possible air attack. Numerous raids closed the
formation for the ensuing four hour period, but no attacks were made and fire
was withheld.

22 June 1945

Moonrise 1614; Moonset 0303.

0230 Secured from general quarters.

0310 WILLARD KEITH left the formation and MASSEY assumed station #3.

0550 A CAP of 13 Corsairs and a Radar Picket Patrol of two Corsairs reported for
duty on station.

0625 Three additional CAP reported for duty.

0749 General quarters for possible air attack. Boggles approaching from North in
many small groups and one large group of about 16 planes. CAP divided into
two groups of eight planes each with DYSON controlling one group and MASSEY
controlling other group. About 15 raids came in with about 40 planes in all.
CAP reported splashing twenty-nine planes and none reached the ships on
station #15. CTF 31 sent a "well done" to the ships and planes on Radar
Picket Stations #15 and #16.

0905 Area clear of enemy planes.

0925 Secured from general quarters.

1155 CAP reduced to eight Corsairs

1200 Weather: Clear, light breeze and slight sea from 330°(T), visibility good,
cloud cover 0.6.

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22 June 1945 (continued)

- 1839 MASSEY notified by DYSON of PBM picket being established to Northeast.
- 2135 Checked communication with PBM picket who was on station.
- 2225 General quarters for possible air attack.
- 2235 PBM picket reported "Dogey 070°(T) - 21" from group.
- 2238 Three raids passed eight to seventeen miles to West of group with night fighter following them.
- 2243 Observed night fighter shoot down plane to South.
- 2253 Several brilliant window bombs burst about 12 miles to South in vicinity of the enemy planes. Radar picked up window at this position. Night fighter shot down another plane.
- 2346 Secured from general quarters.

23 June 1945.

Moonrise 1718; Moonset 0340.

- 0600 Secured guard on PBM picket plane to Northeast.
- 0645 CAP of eight Corsairs and Radar Picket Patrol of two Corsairs reported for duty on station.
- 0705 General quarters for possible air attack.
- 0717 Secured from general quarters when all planes cleared area.
- 1200 Weather: Clear, moderate breeze and slight sea from 200°(T), visibility very good, cloud cover 0.6.
- 1515 Relieved on station; proceeded in company with ANTHONY to Kerama Retto. Transferred fighter director team to BROWN.
- 2007 Anchored. Received orders to report to CTU 31.29.19 (ComDesRon 24, Captain E.W. Young, USN) for duty and to depart Okinawa at 1700 Item, 24 June 1945 for Leyte, P.I. in company with TU 31.29.19.

24 June 1945.

Moonrise 1814; Moonset 0420

- 0643 Underway and proceeded to Hagushi Beach.
- 1200 Weather: Clear, fresh breeze from 200°(T), visibility very good, cloud cover 0.5.
- 1652 Underway on signal from CTU 31.29.19 and formed column with other ships of task unit enroute to San Pedro Bay, Leyte, P.I.

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Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to 24 June 1945.

PART IV
ORDNANCE

A. Performance of own ordnance material and equipment,

(a) During this campaign in the period May 2 to June 24, while on picket duty, the MASSEY expended ammunition as follows:

- 5"/38 AA Common, Mk Fuze - 280 rounds
- 5"/38 AA Common, Special Fuze - 734 rounds
- 5"/38 Smokeless Powder SPIN 6740 - 574 rounds
- 5"/38 Flashless Powder SPDN 6940 - 430 rounds
- 40MM - 4275 rounds
- 20MM - 6150 rounds

(b) Fire discipline was excellent. A few 40MM and 20MM bursts were fired at friendly fighters during the heat of battle and in melees, but in each instance gunners were checked or checked fire of their own accord before any damage was done to friendly planes. Communications functioned normally and were very good in general. Radar control was used for the majority of firing and was generally very satisfactory. However, optical was found the most efficient in combatting multiple day light attacks close in. The director was coached by Combat on all targets at long range using target designation system, and Combat gave a good account of itself in bringing the director on, even at short range with multiple targets, especially at night. In the daytime, however, there was no substitute for good lookout assistance. Also it was noted that with the continuous sweep necessary for fighter director operation, when the Fighter Director Team was on board, the efficiency of the target designation with the Mk 10 dropped considerably, especially while the ship was changing course, even when anticipating change in relative bearing due to course change. The gunnery during this campaign was considered as being generally quite effective, as this ship claims six unassisted kills and three assists on kills for the period. It was generally considered by this command that opening fire at targets at long ranges or at high altitudes at night was poor practice. For in each instance when such was done, the plane concerned either took quick evasive action, resulting in impossible problem, for the firing ship or seemed to use the flash to home on the firing ship.

(c) The percentage of duds and prematures in special fuzeed projectiles was considered normal during action but later proved to be rather high in test firing (41% effective) for Mk 40 fuzeed ammunition received at objective as replacement for original loading of Mk 53 fuzeed ammunition.

(d) No training deficiencies were noted in combat, other than possibly the greenness in combatting suicide attack methods at first. It is believed that if an AA practice that would more closely simulate suicide attacks could be developed it would materially aid in the training of personnel, particularly lookouts and Mk 51 director crews. Drone practices using the small drones are believed to be the answer to part of this problem.

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24 June 1945.

PART IV
ORDNANCE (Cont'd)

B. Performance of enemy ordnance material.

This vessel was not damaged by enemy action. The use of phosphorous bombs which exploded at about 1000 foot altitude on several occasions was noted. On one occasion while anchored near edge of smoke screen at Hagushi we had a near miss by a phosphorous bomb. The pattern of burning particles was about 500 foot in diameter and edge of pattern missed ship about 20 foot. There was a high density of burning particles and it is estimated that such a bomb bursting reasonably close overhead would produce at least 80% casualties to exposed personnel. On the night of June 22, several "window" bombs were observed marked by a bright red, white and green pyrotechnic display. This type window persisted about twenty minutes and was quite brilliant.

PART V
DAMAGE

A. Battle damage to own units:

1. The MASSEY suffered no material or personnel damage as the result of enemy action in this campaign.

B. Battle damage to enemy units.

1. During this campaign the MASSEY successfully defended herself against a number of attacks, accounting for six Japanese planes unassisted and three assisted, all of which are considered "sures". In addition, she has fired at other planes which were turned away by gunfire and at others which were splashed by other ships and groups of ships. At night MASSEY waited for a good solution before opening up on a target.

PART VI
SPECIAL COMMENTS AND INFORMATION

(No comments on subjects A through C since they are not applicable to this report).

D.1 Combat Information Center.

- a. In general the performance of both equipment and personnel in CIC were satisfactory. The personnel showed to advantage training and experience gained in working with the escort carrier group for the two month period prior to duty as a radar picket. Early detection and identification of aircraft was common and much credit must be given our BM equipment which many times showed friendly indications long before similar equipment on other ships.

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Subject: Action Report - Okinawa Gunto Operations, for period 9 MAY to
24 June 1945.

PART VI
SPECIAL COMMENTS AND INFORMATION (Cont'd)

- (2)(a) Tracking was fair only. In general bogies were flying so low that they were not detected until at a very short (15-20 miles) range. During the few raids which were detected at from 40 to 60 miles tracking was fair.
- (b) Air and surface search radars gave satisfactory performances. Planes were frequently detected at ranges of over 75 miles on the SG-4 and very often at from 30-40 miles on the SG-1. The SG-1 was extremely useful in the search and tracking of low flying bogies and ASP planes.
- (c) Fire control and target designation was handicapped due to time lag inherent in the Mk 10 system. Confusion was often experienced in coaching control on to the proper target - particularly when target was detected on the SG-4 radar only. It is felt that much better results would have been achieved had there been a VF precision PPI in CIO. Particularly during the period when this ship acted as fighter director, was the target designation problem increased. The necessity for constant sweeping for fighter direction caused confusion and difficulty in accurately and quickly coaching gun control on to proper close target. This is the most serious problem confronting our type ship and will not be lessened until a VF or additional radar is installed. This applies especially when ship is acting as fighter director. Transfer of targets from SG-4 radar to Mk 12 radar was excellent at longer ranges, averaging less than 15 seconds. Air targets were consistently transferred to Mk 12 radar at 50,000 yards.
- (d) No shore bombardment.
- (e) Navigation. The SG-1 was extremely useful and accurate as a navigational aid. Land echoes at ranges of 20 to 40 miles were commonplace and provided quick and accurate navigational fixes.
- (f) During the period when this ship operated with the escort carriers the SG-1 was extensively used as an aid in station keeping. A well kept summary plot was also a great aid in this. If anything almost too much dependence is put on the surface search radar as a station keeping aid. This situation can be remedied by a gain and sea-return control on the bridge remote PPI which we hope to install as soon as possible.
- (g) Composition of targets was accurately estimated by pip size and by initial ranges. This applies to air as well as surface targets.
- (3) The SG-1 radar has been calibrated so that the time-base line just breaks when the counter is at the proper range. This has enabled operators to obtain accurate ranges more rapidly and consistently than when using the pip drop method.

~~CONFIDENTIAL~~

Subject: Action Report - Okinawa Gunto Operations, for period ²⁷March to
24 June 1945.

PART VI
SPECIAL COMMENTS AND INFORMATION (Cont'd)

- (4) IFF performance. Our BM was excellent. We experienced the usual difficulty with PBM's and TBM's but usually on doubtful targets our BM results were better than those of other ships working with us, including CVE's.
- (5) The ^{3N} ~~BM~~ performance was erratic at best. It was necessary too many times for the SG operator to check a target's identification with the SC operator.
- (6) CIC Communications. Internal communications were good. Noise level was extremely low. S/P circuits were used throughout with surface and air search radar circuits occasionally crossed as the situation demanded.
- (7) External Communications. All voice circuits were handled in CIC during both conditions watches and general quarters. All necessary circuits were monitored and noise level, particularly during general quarters, was reduced to a minimum. Performance of the various radios was generally excellent, difficulty being experienced only on the MN and one time on the TBS. That occurred during a period of extensive firing and was almost immediately corrected.
- c. Enemy deception consisted solely of extensive use of window. Window was generally dropped in small batches and while first appearing to be a target little difficulty was experienced by our operators in concluding it was window. As far as we were concerned effectiveness of the enemy's use of window was almost negligible.

D.2 Communications.

- a. Radio communications normal and satisfactory except for following:
 - (1) CW circuits at Okinawa were so jammed with urgent and OP traffic that radar picket ships could not get the required routine reports on the air without jacking them up to OP.
 - (2) Much extra work for coding board in breaking duplicate messages on fox circuits with different headings and date time groups.
 - (3) Inordinate delays on voice circuits when entering port for replenishment and requesting fuel, ammunition, and berth assignments. Delays of one to four hours customarily experienced. The Commanding Officer sees no reason why staff duty officers should not answer such routine requests within five minutes.
 - (4) Misuse of fleet common by small vessels in port. Circuit blocked by ribald comments, obscenity, senseless chatter and extremely poor recording.

Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to 24 June 1945.

PART VI
SPECIAL COMMENTS AND INFORMATION (Cont'd)

D.3. Use of smoke, camouflage, deception.

The only occasion when smoke was used was at anchor during night enemy air attacks at Hagushi Beach Transport Anchorage. Use of smoke by smoke boats to cover anchored ships at night was highly effective. The Todd type smoke generator installed in this ship burns 400 gallons fog oil per hour and is designed for tactical use. It is not suitable for shielding an anchorage due to the high rate of consumption and the excessive heat developed after prolonged operation with consequent flashing and burning.

D.4. Navigation.

SG-1 radar was of assistance in obtaining rough fixes up to forty miles off shore. Loran equipment was of little value because of the extreme ranges necessary.

D.5. Engineering.

The performance of the engineering department for the period was excellent. Despite the many emergency speed changes in action and the accompanying strain on the engineering plant and personnel, there was no breakdown which lessened the military efficiency of the ship during the entire operating period.

D.6. Supply.

The Supply Department functioned with its usual high standard of efficiency during the entire period.

D.7. Medical.

The health of the officers and crew was excellent during the entire operating period. Rescued personnel received prompt and proper medical attention when brought aboard. There were no personnel casualties aboard the MASSEY.

E. Special Features.

No comments.

F. No comments.

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Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to
24 June 1945.

PART VII
PERSONNEL PERFORMANCE AND CASUALTIES

1. There were no personnel casualties suffered in this vessel during the period covered by this report.
2. The personnel performance was excellent throughout the period of this report. This campaign was the first action in which this ship has participated and the results of the intensive training given the crew during a curtailed shakedown and training period were gratifying. The untried crew met a fanatical enemy and bested him by intelligence, teamwork, and courage. Every officer and man did his duty. Automatic gunners and lookouts displayed commendable coolness on three occasions by continuing fire and by reporting other enemy aircraft in vicinity even though a suicider appeared to be headed for a crash on their station. The courage of the gunners in continuing fire paid off in destruction of the enemy. There were no instances of personnel jumping overboard or running from station.

PART VIII

1. Lessons Learned.
 - (a) Without good doctrine 20MM guns will invariably run out of ammunition at their most effective range.
 - (b) Suicide planes heavily damaged but not splashed will frequently miss astern if ship has high speed and keeps attacking plane on beam.
 - (c) Free exchange of information by all ships of radar picket group highly desirable. Several radars are better than one.
 - (d) 5" VT ammunition is effective.
2. Conclusions and Recommendations.
 - (a) Close concentration of picket ships (800 - 1000 yards) recommended.
 - (b) Radar pickets should have maximum speed available.
 - (c) Increase speed early enough to avoid emergency bells and keep stacks clear.
 - (d) Never let a suicide plane attack from quarter or stern. Turn early. Keep him on the beam. Even a novice pilot can hit a destroyer coming in from the stern where fire power is least, maximum target in depth is presented, and where there is no problem of course correction.
 - (e) Furnish radar picket destroyers with a zenith searching radar. There is absolutely no defense against the steep dive coming out of a four thousand foot cloud with no previous warning.

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Subject: Action Report - Okinawa Gunto Operations, for period 2 MAY to 24 June 1945.

PART VIII

2. Conclusions and Recommendations (Cont'd).

- (f) Furnish picket groups with a CAP large enough to break up probable attack groups and so prevent the pickets from being overwhelmed by sheer numbers.
- (g) Whenever possible hold daily recognition training.
- (h) This Commanding Officer found that wearing 5JW phone during action had advantages of speed and clarity for outweighing the nuisance factor. Phones were kept plugged in at all times. Regular 5JW talker backed up circuit and passed appropriate info to the Officer-of-the-Deck.
- (i) Picket destroyers should have a clear voice tactical circuit either TBS or a spare VHF frequency. MN and MAN not satisfactory due to interference from other stations. MN particularly bad, stations continuously broadcasting from Ulithi and Loyte would frequently block our MN receiver at Okinawa. When pickets are within TBS range of other groups the TBS is not satisfactory for a tactical circuit.
- (j) When target responsibility is in doubt the OTC should issue orally instructions by voice. This is generally applicable only at night.

C. W. ALDRICH.

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Orig
HW

U.S.S. MASSEY (DD-778)

DD778/ A16-3
(086)

13 June 1945

DECLASSIFIED

From: The Commanding Officer.
 To: The Commander in Chief, United States Fleet.
 Via: (1) Commander Task Unit 31.5.
 (2) Commander Task Force 31.
 (3) Commander Third Fleet.
 (4) Commander in Chief, United States Pacific Fleet,
 Pacific Ocean Area.

Subject: Anti-Aircraft Action on Radar Picket Station #9, Okinawa, report of.

Reference: (a) PacFltConf. ltr 101-45.
 (b) U.S. Navy Regulations, 1920, Art. 712, 874(6).
 (c) CominCh ltr. ser. 7152, dated 29 October 1943.
 (d) ALNav 176 of 1943.
 (e) ALNavy215 of 1944.

Enclosures: (A) Anti-Aircraft Action Report - USS MASSEY at 1901 Item,
 6 June 1945.
 (B) Anti-Aircraft Action Report - USS MASSEY at 1904 Item,
 6 June 1945.
 (C) Anti-Aircraft Action Report - USS MASSEY at 1939 Item,
 6 June 1945.
 (D) Anti-Aircraft Action Report - USS MASSEY at 1944 Item,
 6 June 1945.
 (E) Anti-Aircraft Action Report - USS MASSEY at 1947 Item,
 6 June 1945.
 (F) Sketch of Phase I of Air Attacks on Radar Picket Station
 #9 Group.
 (G) Sketch of Phase II of Air Attacks on Radar Picket Station
 #9 Group.

6-04775
Aerial

1. Enclosures (A) through (G) are submitted herewith in accordance with references (a) through (e).

2. The following report of anti-aircraft action on Radar Picket Station #9 Southwest of Okinawa and Kerama Retto is the best information that could be collected from observations on the MASSEY, both topside and in Combat, and in the Plotting Room. Although there may be a few inaccuracies and omissions, such as definite relative positioning of ships at times and of failure to account for gun fire of the other ships, it is considered that the data submitted gives a reasonably accurate account of what took place, especially as to tracks and tactics of planes.

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U.S.S. MASSEY (DD-778)

DD778/AL6-086

13 June 1945.

CONFIDENTIAL

Subject: Anti-Aircraft Action on Radar Picket Station #9, Okinawa, report of.

No attempt has been made to outline firing of other ships in the group, as during each attack our personnel were kept well occupied in directing our own fire and accounting for enemy aircraft which was on several instances intermingled with friendly.

3. On the evening of 6 June 1945 the U.S.S. CLAXTON (DD-571), the U.S.S. STODDARD (DD-566), and the U.S.S. MASSEY were patrolling as radar pickets on Radar Picket Station #9 about 50 miles Southwest of Okinawa; CLAXTON was Fighter Director ship and OTC. Support craft present were LCS 117 (SOP of group), LCS 85, LCS 95, and LCS 123. Destroyers were evenly spaced on 1000 yard diameter circle, axis 330°(T) patrolling on course 330°-150°(T) through station. Support craft (4 LCS) patrolling on parallel course approximately 4000 yards to Southeast. CAP present four (4) F-4-U fighters and two (2) F-4-U fighters as Radar Picket Patrol. During the day there had been several alerts, but none of the enemy planes had closed within gun range. Weather was clear, visibility good, with a slight haze, sky was broken with ceiling about 3,000 feet to unlimited and a low fringe of broken clouds present at various points all around, sea was average, about 2, wind about 10 knots from 320°. The sun was low and visible on the horizon.

PHASE I

At 1852 this ship went to General Quarters for evening alert. At 1854 the Sugar George operator reported a "possible bogey" on bearing 240°(T) - distance 15 miles. This information was relayed immediately to the other ships in company. At 1855 MASSEY reported again, bogey at "240°(T) - 12". Other ships still did not see. "Control" was "designated" on target. At 1857 bogey was at 225°(T) - 7 miles and all ships picked it up. Visually identified as Zekes and Val and other unidentified type. Raid appeared to be splitting up. At 1858 went to speed 20 knots - 2 planes closing; went to 30 knots. Intercept planes were present but were not in position to make interception because of short notice and great difficulty of spotting in low lying cloud fringe. Two Zekes appeared to be making run on port beam. Control and main battery on forward (right) plane, automatic weapons watching second to left of and behind first plane. Two F4U's came into line of sight at about 10,000 yards and fire had to be temporarily withheld until planes had approached to 7,000 yards at which time (1900 I) plane #1 (forward plane) was taken under fire with main battery and #2 shortly thereafter by automatics. Ship was brought slightly left to keep planes on port beam. Plane #1 continued run to about 3500 yards when he cut across plane #2's track. As it became evident that

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plane #1 was going to pass astern of ship, fire of main battery was shifted to plane #2, which had now closed to 1200 yards headed for the bridge structure. At 900 yards plane #2 changed course to make suicide crash amidships. Plane was being hit by 40MM and 20MM and course continued to alter toward stern. Plane #2 crossed very close astern at about 15 feet altitude and crashed within 40 yards of starboard quarter. Plane #1 crossed astern of this ship at distance of about 1,500 yards and was reported as burning then by after control officer. Plane #1 was taken under fire by STODDARD and crashed shortly thereafter on opposite side of formation at about 1902 I. During the time these planes were under fire #3 and #4 planes had crossed astern of the formation at approximately 10 miles to make an attack from opposite side. #3 made a fast run in from starboard side and was taken under fire by CLAXTON or STODDARD, or both, to splash just to starboard of the opening between the CLAXTON and STODDARD at about 1903 I. MASSEY did not shoot at this plane. While the previous three planes were working attacks from both sides, #4 had at first stayed out at about 12 miles on our stern, then was tracked by Combat as he moved in to 5 miles on our starboard quarter (145 relative). #4, a Zeke, started a run just before #3 was splashed and Control was quickly coached on by Combat and lookouts topside and course was changed to bring the plane on the starboard beam. Corsairs came over low on our starboard quarter at about 3000 feet and automatic weapons fired several bursts at them, then were stopped and shifted to the enemy plane at about 4500 yards as it dived (1904I). At 3500 yards the main battery opened up, three 5"/38 shells in rapid succession exploded beneath the Zeke making the run and it burst into flames, went out of control, and dove in a left spiral at an angle of about 70° to crash in the water about 1200-1500 yards on the starboard quarter. AA fire of ships accounted for four out of four planes on this raid.

Just prior to the raid a ship in another picket station reported Vals with American markings making an attack on him. This word was passed to gunnery stations; automatic weapons, temporarily, in the poor light, mistook the two Corsairs for possible attacking "Graces". Since they came in from the direction from which the fourth attack was reported to be closing - they thought them to possibly be other attacking enemy planes.

At about 1910I screens of all ships were reported clear of all unidentified planes. At 1923 slowed to 15 knots. At 1925I Radar Picket Patrol planes and remaining division of CAP were dispatched to base; no CAP present.

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PHASE II

At 1932I MASSEY SG radar picked up bogey "bearing 295°(T), distance 11 miles" and reported to other ships; then "bearing 290°(T), distance 10 miles, closing - several planes". Control was coached on immediately. At 1934I OTC changed speed to 20, then 25 knots, and changed course to 030°(T); then 050°(T). Control identified planes as "5 Vals - low on water". SG radar reported "296°(T), distance 9 miles - low". SG radar reported that planes were splitting into two groups or more. Two planes (#3 and #4) were seen to detach themselves from others and start run straight in from about 7 miles, meanwhile a single plane (#5), started on a skirt of formation to South, weaving and threatening, and another group (#1 and #2) started to skirt formation to North. Control and main battery were placed on Northern (forward) one of two attackers making run, and automatic weapons on second one following. At 1938I MASSEY opened fire with main battery on leading plane at 9,000 yards. Planes came straight in until at about 4,000 yards the leading plane (#3) turned sharply to his left and went North to fall in behind other planes skirting formation. Speed 30 knots. Meanwhile (#4) had closed to 4,000 yards where automatics of MASSEY and CLAXTON had taken him under fire. Main battery was shifted quickly to #4 but fire was ineffective because of close range. MASSEY maneuvered to right to keep planes on beam. At about 500 yards plane (an Oscar) banked sharply to left and made dive on CLAXTON, ahead, splashing in water about 10 yards from her starboard side amidships at about 1941I. CAP planes were called back to assist in fighting off attack as it skirted formation about 10 miles North. CLAXTON IFD radio developed trouble and MASSEY took over IFD net reports for group. At 1941I bogey to the South had closed to "220°(T) - 4 miles" then opened out again rapidly to 12 miles. At 1941I bogey to North was at "060°(T) - 9 miles", closing, then at, "065°(T) - 7 miles" (about 070° relative). MASSEY told CASCU to keep planes clear 10 miles to North of formation, as it was seen that the raid was closing fast and the CAP might get in the line of fire. Plane started straight in on starboard beam in shallow dive. MASSEY opened fire at 6,000 yards. The bogey was hit early and glowed with a bright orange light. Shortly thereafter it heeled over sharply and crashed in a steep dive. The Commanding Officer thought the STODDARD was assisting on this one, but the latter disclaimed. Personnel in after control station claim to have observed another plane crash on the starboard beam just before plane at which MASSEY fired caught fire. It is possible that the STODDARD splashed this one or possibly the support craft. While MASSEY had been firing at

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DD778/116-3

CONFIDENTIAL

13 June 1945

Subject: Anti-Aircraft action on Radar Picket Station #9, Okinawa, report of.

PHASE II

At 1932I MASSEY SC radar picked up bogey "bearing 295°(T), distance 11 miles" and reported to other ships; then "bearing 290°(T), distance 10 miles, closing - several planes". Control was coached on immediately. At 1934I OTC changed speed to 20, then 25 knots, and changed course to 030°(T), then 050°(T). Control identified planes as "5 Vals - low on water". SG radar reported "296°(T), distance 9 miles - low". SG radar reported that planes were splitting into two groups or more. Two planes (#3 and #4) were seen to detach themselves from others and start run straight in from about 7 miles, meanwhile a single plane (#5), started on a skirt of formation to South, weaving and threatening, and another group (#1 and #2) started to skirt formation to North. Control and main battery were placed on Northern (forward) one of two attackers making run, and automatic weapons on second one following. At 1938I MASSEY opened fire with main battery on leading plane at 9,000 yards. Planes came straight in until at about 4,000 yards the leading plane (#3) turned sharply to his left and went North to fall in behind other planes skirting formation. Speed 30 knots. Meanwhile (#4) had closed to 4000 yards where automatics of MASSEY and CLAXTON had taken him under fire. Main battery was shifted quickly to #4 but fire was ineffective because of close range. MASSEY maneuvered to right to keep planes on beam. At about 500 yards plane (an Oscar) banked sharply to left and made dive on CLAXTON, ahead, splashing in water about 10 yards from her starboard side amidships at about 1941I. CAP planes were called back to assist in fighting off attack as it skirted formation about 10 miles North. CLAXTON IFD radio developed trouble and MASSEY took over IFD net reports for group. At 1941I bogey to the South had closed to "220°(T) - 4 miles" then opened out again rapidly to 12 miles. At 1941I bogey to North was at "060°(T) - 9 miles", closing, then at, "065°(T) - 7 miles" (about 070° relative). MASSEY told CASCU to keep planes clear 10 miles to North of formation, as it was seen that the raid was closing fast and the CAP might get in the line of fire. Plane started straight in on starboard beam in shallow dive. MASSEY opened fire at 6,000 yards. The bogey was hit early and glowed with a bright orange light. Shortly thereafter it heeled over sharply and crashed in a steep dive. The Commanding Officer thought the STODDARD was assisting on this one, but the latter disclaimed. Personnel in after control station claim to have observed another plane crash on the starboard beam just before plane at which MASSEY fired caught fire. It is possible that the STODDARD splashed this one or possibly the support craft. While MASSEY had been firing at

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#2, #3 had started a slow weaving run in from about "040°(T) - 10 miles" and Combat had ordered automatic weapons to watch him. He had closed to 5 miles then delayed, then closed to about 7500 yards by the time Control ceased firing on #2. Control was quickly shifted to #3 and opened fire on him at 6000 yards with main battery and automatics. Plane approached to 4500 yards, when he was hit and a few small shreds of burning material were seen to fall. #3 turned back straight away and fire was ceased at 7000 yards. Planes speed dropped off and plane lost altitude as it was tracked out to 12,000 yards and disappeared. One director operator claimed to see the splash. Visibility by this time was very limited and darkness was setting in.

#5 plane opened out South to 15 miles then headed East, was tracked over to within 10 miles of Southwestern edge of Okinawa, where he orbited, then headed straight West just South of Kerama Retto, while night fighters were directed after him. He generally followed the island chain fairly closely and was last seen on bearing 275°(T) at 54 miles on course 250°(T), speed 150.

Support craft claimed to have shot down two planes during both shoots. Destroyers reformed and resumed patrolling station. Radar screens were clear and all CAP and RPP planes were sent to land.

At 1940I during attack MASSEY had passed a man, (wearing a life-jacket, in the water. It later developed that two men were missing from the ships at Radar Picket Station #9 and another ship had also sighted a man. A search was instituted in which the support craft recovered the men.

SUMMARY

The net results of this attack were: Eight of the nine or more attacking planes were shot down by the destroyers and support craft combined. No casualties to personnel or ships. Both CLAYTON and MASSEY had one near miss.

Because of the late warning and presence of the cloud formations during the first attacks neither the CAP or RPP could be effectively used. Unfortunately prior to the second attack the CAP and RPP had been ordered to land, after screens had been clear for a time. However, since the second attack, also, was picked up at close range and in the poor light, it is doubtful if the CAP would have been very effective if present.

During these raids both SG and SC-4 radar were depended on heavily for possible information. Both did an excellent job in their alternate turns, as information became available to the SG at extremely low

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altitudes, to the SC at higher altitudes and close in. In this task both performed in an outstanding manner. Lookouts and control personnel were called on also to keep track of and especially to differentiate between friendly and enemy planes.

The MASSEY claims two Zekes and one Val destroyed by gunfire, unassisted, plus one assist with STODDARD on one Zeke and a strong probable on unidentified bogey last fired at, and which is believed to have crashed at 12,000 yards, after turning away. Positive confirmation of a kill is lacking in this case. MASSEY also fired at Oscar which narrowly missed CLAXTON but no credit is claimed, as our fire on this plane was not effective in breaking up attack.

The Commanding Officer believes that a formation of suicide planes will generally try to close ships, unprotected by CAP, as close as possible before splitting up for individual attacks and decoy runs. It is therefore recommended that, when such an attack appears to be developing, the OTC open up at 12,000 yards or more with the aim of breaking up the formation and making the attackers start their runs at longer range. The criss-cross tactics employed by these groups at eight to ten thousand yards were confusing and resulted in both cross fire and reduced firing time with five inch battery because of indecision as to which bogies were actually attacking own ship. Earlier opening of fire by one ship might precipitate the attack and permit other ships more time in which to track and select the proper targets.

C. W. Aldrich
C. W. ALDRICH

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

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS
(Radar Picket)

Location of ship (area) Okinawa Shima Station #9 U.S.S. MASSEY (DD-778)
Lat. 26°-56'N Long. 126°-56'E
Zone Time 1901 ITEM Date 6 June 1945

1. Surprise attack (yes or no) Yes Day or Night Day (Dusk)
First by Radar (SG) then _____
2. Method picking plane up (Radar, binoculars, naked eye) Radar (SC4)
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 miles
4. Total number of planes observed Two Type ZEKE
5. Number of planes attacking own ship Two Type ZEKE
6. Number of planes taken under fire by own ship Two
 - (a) Of those attacking own ship Two Type ZEKE
 - (b) Others ----- Type -----
7. Speed and altitude of approach in knots and feet 1500 feet - 200 knots.
8. Number of guns firing - by caliber 6 - 5"/38; 6 - 40MM; 6 - 20MM
9. Ammunition expended - by caliber 5"/38 VT - 21; MTF - 9; 40MM - 300; 20MM - 1000
10. Percent service allowance expended 5" - 1.43%; 40MM - 2%; 20MM - .5%
Partial Radar; _____
11. Method of control Mk 51 Director; Tracer Method of spotting Visual, Direct.
Mk 12 Radar;
Method of ranging Rangefinder Method of firing Master Key
12. Approximate time-tracking to first shot One minute on first; 0 on second.
13. Approximate time of first hits -----
14. Approximate time first shot to last shot -----
15. Approximate position angle open fire 4°
16. Approximate position angle cease fire #1 - 2°; #2 - 0°
17. Approximate bearing first shot 270°(T) - #1; 250° - #2.
18. Approximate bearing last shot 225°(T) - #1; 180° - #2.
19. Approximate range first shot #1 - 7000; #2 - 6000 Altitude of Plane #1 - 1000; #2 - 1200
#1 - 1500 yds #1 - 500 ft.
20. Approximate minimum range aircraft approached #2 - 30 ft. Altitude #2 - 30 ft.
#1 - 500 ft.
21. Approximate range last shot #1 - 2000 yds. Altitude of Plane #2 - 30 ft.
22. Approximate altitude of bomb release ----- Size of bomb -----

23. Approximate range torpedo release _____ Size of Torpedo _____

24. Number hits on ship by bombs 0 by torpedoes 0 Was ship strafed NO
Size gun _____

25. Number near bomb misses damaging ship 0

26. Planes shot down:
SURE SURE PROBABLE DAMAGED
(By own ship (Assist) alone)

(a) Those attacking own ship _____ 1 1 _____

(b) Other aircraft _____

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire:
1. It is seen to crash, 2. It is seen to disintegrate in the air or be enveloped
in flames, 3. It is seen to descend on friendly territory and be captured, 4. Pilot
and entire crew are seen to bail out.)

(A) "Sure-Assist" may be claimed when plane is destroyed as result of own ship's
and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire:
It is so damaged as to have less than an even chance of reaching its own territory
safely.) (An aircraft is considered damaged when, as result of own ship's fire:
It is so damaged as to require repair before beginning another mission, but has
better than an even chance of reaching its own territory safely. Claims shall be
based on careful interrogation by proper authority, and every effort shall be made
to eliminate duplication of claims).

27. Best estimate of size gun or guns responsible for each "Sure" #1 - 5"/38.
#2 - 40MM and 20MM

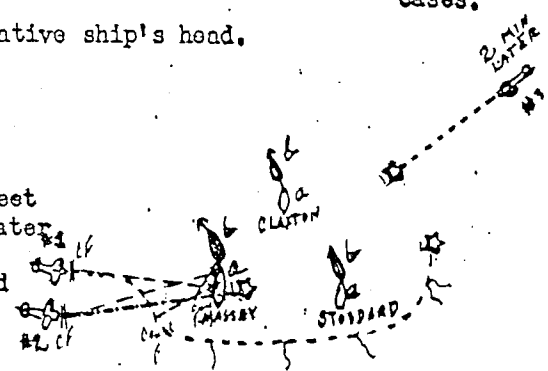
28. Performance of ammunition (excellent, good, bad, poor) Good

29. What failures in material occurred in this action? Two 5"/38 crimped cartridge
cases.

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own manouvers.

Note: Add descriptive text on additional
sheet if required to clarify report.

#2 barely missed astern and crashed 150 feet
on starboard quarter. About two minutes later
a third bogie was observed shot down to
starboard of CLAYTON and STODDARD. We did
not fire at third bogie.



c w aldritch
C. W. ALDRICH
Commander, U.S. Navy,
Commanding.

Run #1

This vessel was operating with USS CLAXTON and USS STODDARD in an equilateral triangle formation, each leg 1300 yards, this vessel on port side of formation - the side from which attack developed. Two Zekes were picked up, on parallel course with formation; main battery director was put on leading plane. Planes started run in, both heading for this ship at 10,000 yards. Two F4U's came into line of sight between ship and plane which necessitated holding fire until planes had approached to 7,000 yards. Plane #1 was taken under fire by main battery. Plane #2 by automatic weapons. Plane #1 continued run to about 3,500 yards where he cut behind plane #2. As it became evident plane #1 was going to pass astern of the ship, main battery was shifted to plane #2, which was now inside 1,200 yards headed directly for the bridge. For unknown reason plane #2 changed course to make suicide crash amidships, at about 900 yards. Plane was hit by 20mm and 40mm and course continued to alter toward the stern of ship. Plane crossed very close astern at about 15 feet altitude and crashed within 50 yards of starboard quarter.

Plane #1 crossed astern of this ship, reported as burning by after control officer. STODDARD then took plane #1 under fire, plane crashed shortly after on opposite side of formation from which attack started.

Fortunately this ship went to general quarters for evening alert at 1852 ITEM sunset 1920. Radar contact on low bogies was established about 2 minutes after going to general quarters and first bogie splashed at 1901 ITEM. Due to approach of bogies through low clouds and lack of warning the CAP was ineffective.

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) Okinawa Shima (Radar Picket #9) U.S.S. MASSEY (DD-778)
Lat. 26° 56' N Long. 126° 56' E
Zone Time 1904 Item Date 6 June 1945

1. Surprise attack (yes or no) Yes Day or Night Dusk
First by Radar (SG) then
2. Method picking plane up (Radar, binoculars, naked eye) Radar (SC-4)
Originally 10 miles.
3. Range plane was picked up (50, 30, 10, less than 5 miles) Later less than 5 miles.
4. Total number of planes observed One Type Zaka
5. Number of planes attacking own ship One Type Zaka
6. Number of planes taken under fire by own ship One
 - (a) Of those attacking own ship One Type Zaka
 - (b) Others --- Type ---
7. Speed and altitude of approach in knots and feet 1200 feet; 195 knots.
8. Number of guns firing - by caliber 6 - 5"/38; 10 - 40MM; 7 - 20MM
9. Ammunition expended - by caliber 5"/38 - VT 43, Mk.18 14; 20MM - 1000; 40MM - 500.
10. Percent service allowance expended 5" - 2.6%; 40MM - 3.4%; 20MM - 1.6%
Optical; Mk 51 Director;
11. Method of control Mk 14; Tracer. Method of spotting Visual (Direct).
Method of ranging Range Finder Method of firing Master Key
12. Approximate time-tracking to first shot 0
13. Approximate time of first hits 4 Seconds
14. Approximate time first shot to last shot 12 Seconds 5"; 30 Seconds 40MM & 20MM.
15. Approximate position angle open fire 4°
16. Approximate position angle cease fire 0°
17. Approximate bearing first shot 105° (T)
18. Approximate bearing last shot 120° (T)
19. Approximate range first shot 4500 Yards 40MM Altitude of Plane 1000 Feet
3500 Yards 5"
20. Approximate minimum range aircraft approached 1500 Yards Altitude 0
21. Approximate range last shot 1500 Yards Altitude of Plane 0
22. Approximate altitude of bomb release --- Size of bomb ---

23. Approximate range torpedo release ----- Size of Torpedo -----
24. Number hits on ship by bombs 0 by torpedoes 0 Was ship strafed No
 Size gun -----
25. Number near bomb misses damaging ship None
26. Planes shot down: One
- | | SURE
(By own ship alone) | SURE . ASSIST | PROBABLE | DAMAGED |
|------------------------------|-----------------------------|---------------|------------|------------|
| (a) Those attacking own ship | <u>One</u> | <u>0</u> | <u>---</u> | <u>---</u> |
| (b) Other aircraft | <u>---</u> | <u>---</u> | <u>---</u> | <u>---</u> |

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire:
 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped
 in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot
 and entire crew are seen to bail out.)

(A) "Sure-Assist" may be claimed when plane is destroyed as result of own ship's
 and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire:
 It is so damaged as to have less than an even chance of reaching its own territory
 safely.) (An aircraft is considered damaged when, as result of own ship's fire:
 It is so damaged as to require repair before beginning another mission, but has
 better than an even chance of reaching its own territory safely. Claims shall be
 based on careful interrogation by proper authority, and every effort shall be made
 to eliminate duplication of claims).

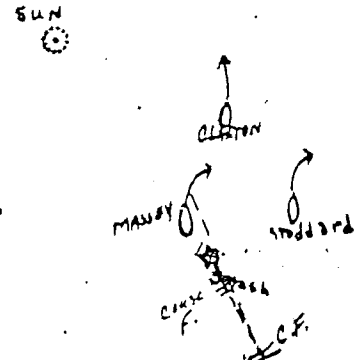
27. Best estimate of size gun or guns responsible for each "Sure" 5"/38
28. Performance of ammunition (excellent, good, bad, poor) Good
29. What failures in material occurred in this action? None

30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own manouvers.

B unidentified
 8024

Note: Add descriptive text on additional
 sheet if required to clarify report.

This was a beautiful problem. The
 first 5" hit, and 3 projectiles exploded very
 close underneath Zeke followed almost instant-
 ly by a large sheet of flame.



C.W. ALDRICH,
 Commander, U.S. Navy,
 Commanding.

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

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) Okinawa Shima (Radar Picket #9) U.S.S. MASSEY (DD-778)
Lat. 26°56'N Long. 126°56'E
Zone Time 1939 ITEM Date 6 June 1945

1. Surprise attack (yes or no) No Day or Night Dusk
2. Method picking plane up (Radar, binoculars, naked eye) Radar (SO-4)
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 Miles
4. Total number of planes observed Five Type Val; Oscar; Others.
5. Number of planes attacking own ship Two Type One Oscar; One Unidentified.
6. Number of planes taken under fire by own ship Two
 - (a) Of those attacking own ship Two Type Oscar; Unidentified
 - (b) Others Split, and made later run. Type - - - -
7. Speed and altitude of approach in knots and feet 1000 ft.; 210 knots
8. Number of guns firing - by caliber 6 - 5"/38; 10 - 40MM; 7 - 20MM.
9. Ammunition expended - by caliber 5" - VT: 32, Mk 18: 9; 40MM - 400; 20MM - 1500.
10. Percent service allowance expended 5" - 2%; 40MM - 2.7%; 20MM - 2.3%
11. Method of control Partial Radar; Method of spotting Visual (Direct)
Mk 51 Director;
Mk 14 Sight; Tracer
Method of ranging Mk 12 Radar Method of firing Master Key
12. Approximate time-tracking to first shot 3 Minutes
13. Approximate time of first hits - - - -
14. Approximate time first shot to last shot .25 Seconds
15. Approximate position angle open fire 3°
16. Approximate position angle cease fire 2°
17. Approximate bearing first shot #1 - 290° (Rel.); #2 - 270° (Rel.)
18. Approximate bearing last shot - - - -
19. Approximate range first shot #1 - 9000 Yards Altitude of Plane 1000 Ft.
#2 - 4000 Yards #1 - 4000 yards #1 - 1000 Ft.
20. Approximate minimum range aircraft approached #2 - 500 yards Altitude #2 - 100 Ft.
21. Approximate range last shot #1 - 6000 Yards Altitude of Plane #1 - 1000 Ft.
#2 - 300 Yards #2 - 100 Ft.
22. Approximate altitude of bomb release - - - - Size of bomb - - - -

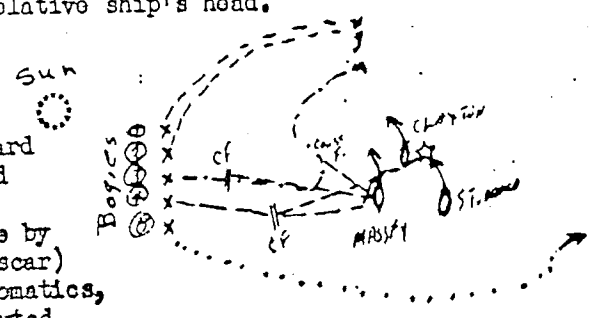
C-O-N-F-I-D-E-N-T-I-A-L

23. Approximate range torpedo release ----- Size of Torpedo -----
24. Number hits on ship by bombs 0 by torpedoes 0 Was ship strafed No
Size gun -----
25. Number near bomb misses damaging ship None
26. Planes shot down:
- | | SURE
(By own ship alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|-----------------------------|------------------|--------------|--------------|
| (a) Those attacking own ship | <u>-----</u> | <u>-----</u> | <u>-----</u> | <u>-----</u> |
| (b) Other aircraft | <u>-----</u> | <u>-----</u> | <u>-----</u> | <u>-----</u> |

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire:
1. It is seen to crash; 2. It is seen to disintegrate in the air or be enveloped in flames, 3. It is seen to descend on friendly territory and be captured, 4. Pilot and entire crew are seen to bail out.)
(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)
(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.) (An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims).

27. Best estimate of size gun or guns responsible for each "Sure" -----
28. Performance of ammunition (excellent, good, bad, poor) Good
29. What failures in material occurred in this action? -----
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.
Own speed 32 knots. Bogies 1 and 2 moved forward out of gun range. Bogey 5 decoyed to stern and skirted formation at 15 miles. Bogey 3 headed toward MASSEY and CLAXTON, was taken under fire by MASSEY 5" battery but turned away. Bogey 4 (Oscar) was taken under fire by CLAXTON and MASSEY automatics, crossed ahead of MASSEY, turned 90° left, executed very steep dive and barely missed CLAXTON.



C. W. Aldrich
C. W. ALDRICH,
Commander, U.S. Navy,
Commanding.

~~CONFIDENTIAL~~

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) Okinawa Shima (Radar Picket #9) U.S.S. MASSEY (DD-778)
Lat. 26°56'N Long. 126°56'E

Zone Time 1944 Item Date 6 June 1945

- 1. Surprise attack (yes or no) No Day or Night Dusk
- 2. Method picking plane up (Radar, binoculars, naked eye) Radar (SC-4)
- 3. Range plane was picked up (50, 30, 10, less than 5 miles) 8 Miles
- 4. Total number of planes observed One Type Val
- 5. Number of planes attacking own ship One Type Val
- 6. Number of planes taken under fire by own ship One
 - (a) Of those attacking own ship One Type Val
 - (b) Others ----- Type -----
- 7. Speed and altitude of approach in knots and feet 190 knots - 1500 feet
- 8. Number of guns firing - by caliber 6-5"/38
- 9. Ammunition expended - by caliber 5"/38 - VT 60, Mk 18 39.
- 10. Percent service allowance expended 4.7%
- 11. Method of control Partial Radar Method of spotting Visual (Direct)
Method of ranging Mk 12 Radar Method of firing Master Key
- 12. Approximate time-tracking to first shot 2 Minutes
- 13. Approximate time of first hits 20 Seconds
- 14. Approximate time first shot to last shot 35 Seconds
- 15. Approximate position angle open fire 4°
- 16. Approximate position angle cease fire 0°
- 17. Approximate bearing first shot 055(T)
- 18. Approximate bearing last shot 055(T)
- 19. Approximate range first shot 6000 Yards Altitude of Plane 1500 Feet
- 20. Approximate minimum range aircraft approached 2500 Yards Altitude 0
- 21. Approximate range last shot 2500 Yards Altitude of Plane 0
- 22. Approximate altitude of bomb release ----- Size of bomb -----

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

23. Approximate range torpedo release ----- Size of Torpedo -----

24. Number hits on ship by bombs 0 by torpedoes 0 Was ship strafed No
 Size gun -----

25. Number near bomb misses damaging ship None

26. Planes shot down: One

	SURE (By own ship alone)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship	<u>One</u>	<u>---</u>	<u>---</u>	<u>---</u>
(b) Other aircraft	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire:
 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped
 in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot
 and entire crew are seen to bail out.)

(A) "Sure-Assist" may be claimed when plane is destroyed as result of own ship's
 and assisting fire by friendly planes, shore batteries, or other ships.)
 (An aircraft is considered probably destroyed when, as result of own ship's fire:
 It is so damaged as to have less than an even chance of reaching its own territory
 safely.) (An aircraft is considered damaged when, as result of own ship's fire:
 It is so damaged as to require repair before beginning another mission, but has
 better than an even chance of reaching its own territory safely. Claims shall be
 based on careful interrogation by proper authority, and every effort shall be made
 to eliminate duplication of claims).

27. Best estimate of size gun or guns responsible for each "Sure" 5"/38

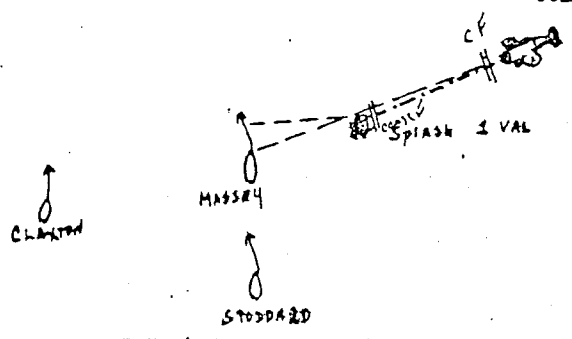
28. Performance of ammunition (excellant, good, bad, poor) Good

29. What failures in material occurred in this action? Amplifier unit to Mk 5 elevation
 drive mount #43 failed. Mk22
 Radar failed due to the broken
 legs in high voltage rectifier.

30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own manouvers.

Note: Add descriptive text on additional
 sheet if required to clarify report.
 Speed 32 knots. This was a good problem. Bogey was hit
 soon and glowed with a bright orange light. Shortly there-
 after it moved over sharply and crashed in a steep dive
 without ever bursting completely into flames. At the time
 The C.O. MASSEY thought STODDARD was assisting but she
 later disclaimed.

own claim
 C. W. ALDRICH,
 Commander, U.S. Navy,
 Commanding.



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165

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) Okinawa Shima (Radar Picket #2) U.S.S. MASSEY (DD-778)

Lat. 26°56'N Long. 126°56'E

Zone Time 1947 Itca Date 6 June 1945

1. Surprise attack (yes or no) No Day or Night Dusk
2. Method picking plane up (Radar, binoculars, naked eye) Radar (SC-4)
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 Miles
4. Total number of planes observed One Type Unidentified
5. Number of planes attacking own ship One Type Unidentified
6. Number of planes taken under fire by own ship One
 - (a) Of those attacking own ship One Type Unidentified
 - (b) Others - - - - Type - - - -
7. Speed and altitude of approach in knots and feet 197 Knots; 1200 Feet
8. Number of guns firing - by caliber 6-5"/38; 4-40MM.
9. Ammunition expended - by caliber 5" - VT 70, Mk.18 20; 40MM - 156.
10. Percent service allowance expended 5" - 4.3%
11. Method of control Partial Radar; Trace Method of spotting Visual (Direct)
Method of ranging Mk. 12 Radar Method of firing Master Key
12. Approximate time-tracking to first shot 1 Minute
13. Approximate time of first hits 30 Seconds
14. Approximate time first shot to last shot 90 Seconds
15. Approximate position angle open fire 5°
16. Approximate position angle cease fire 4°
17. Approximate bearing first shot 075°(T)
18. Approximate bearing last shot 085°(T)
19. Approximate range first shot 6000 yards Altitude of Plane 1200 feet
20. Approximate minimum range aircraft approached 4000 yards Altitude 800 feet
21. Approximate range last shot 7000 yards Altitude of Plane 600 feet
22. Approximate altitude of bomb release - - - - Size of bomb - - - -

23. Approximate range torpedo release ----- Size of Torpedo -----
24. Number hits on ship by bombs 0 by torpedoes 0 Was ship strafed No
Size gun -----
25. Number near bomb misses damaging ship None
26. Planes shot down:
- | | SURE
(By own ship
alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|--------------------------------|------------------|--------------|--------------|
| (a) Those attacking own ship | <u>-----</u> | <u>-----</u> | <u>ONE</u> | <u>-----</u> |
| (b) Other aircraft | <u>-----</u> | <u>-----</u> | <u>-----</u> | <u>-----</u> |

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

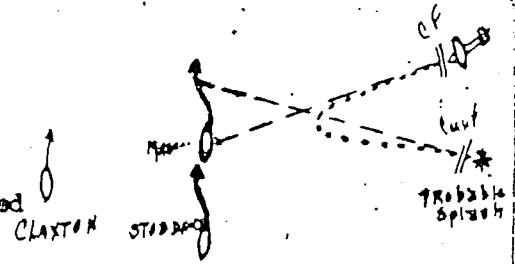
(A) "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.) (An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims).

27. Best estimate of size gun or guns responsible for each "Sure" -----
28. Performance of ammunition (excellant, good, bad, poor) Good
29. What failures in material occurred in this action? None
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.

Speed 30 knots. This plane is claimed as a very strong probable. Plane was taken under fire at 6000 yards, he approached to 4500, was seen to be hit and turning; parts fell. Plane turned back going straight away, fire was ceased at 7000 yards. Plane was tracked out to 12,000 yards where elevation dropped to zero. One director operator claimed to see the splash. However because of very limited visibility due to increasing darkness, no others witnessed the splash. Therefore plane is claimed as probable rather than sure.



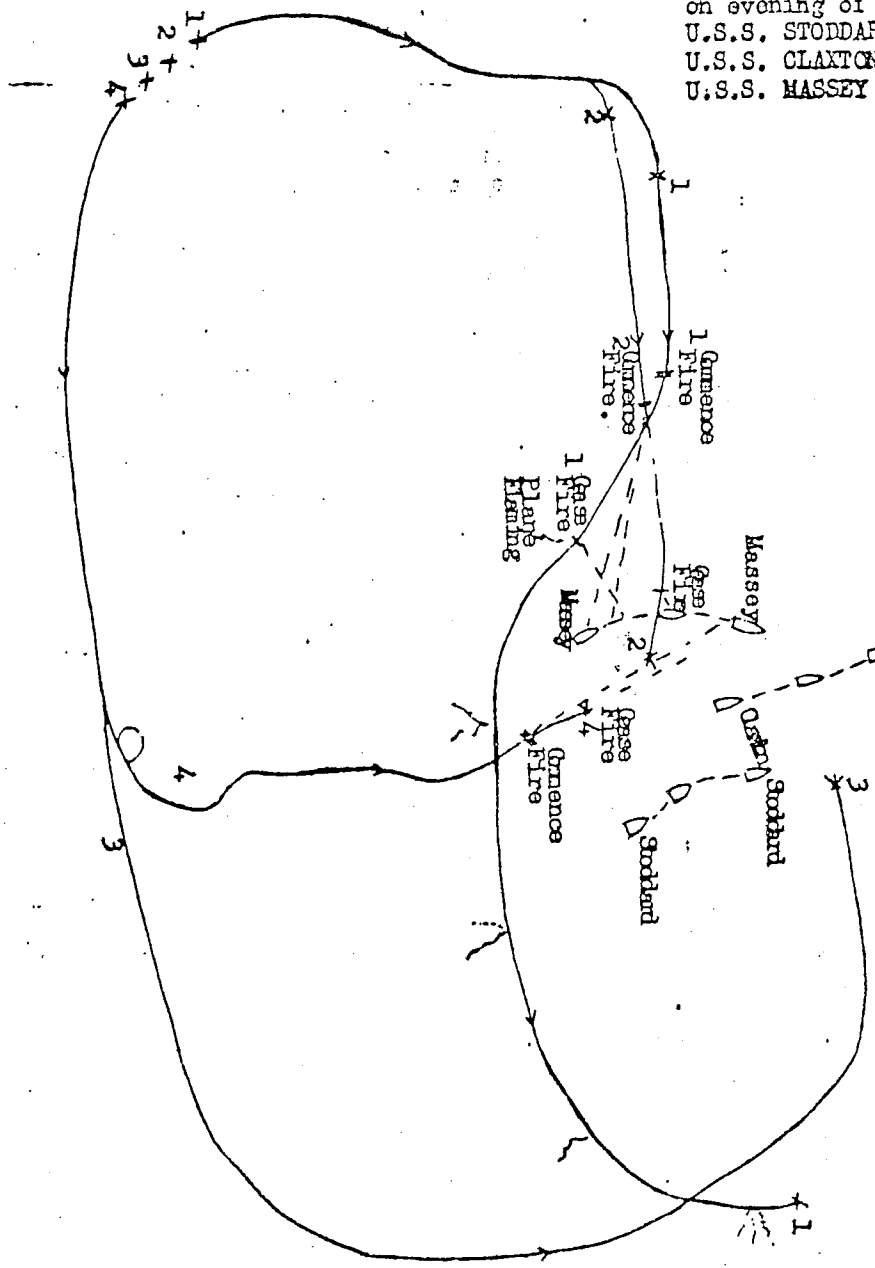
on claim
C. W. ALDRICH,
Commander, U.S. Navy,
Commanding.

U.S.S. MASSEY (DD-778)

PHAS. 1

1852 - 1905 Item
Action on Radar Picket Station #9
on evening of June 6, 1945.

- U.S.S. STODDARD (DD-566)
- U.S.S. CLAXTON (DD-571)
- U.S.S. MASSEY (DD-778)



(Graphic description; not to scale.
Data on firing of STODDARD, CLAXTON
and support craft not available.)

ENCLOSURE (F)

7 9957

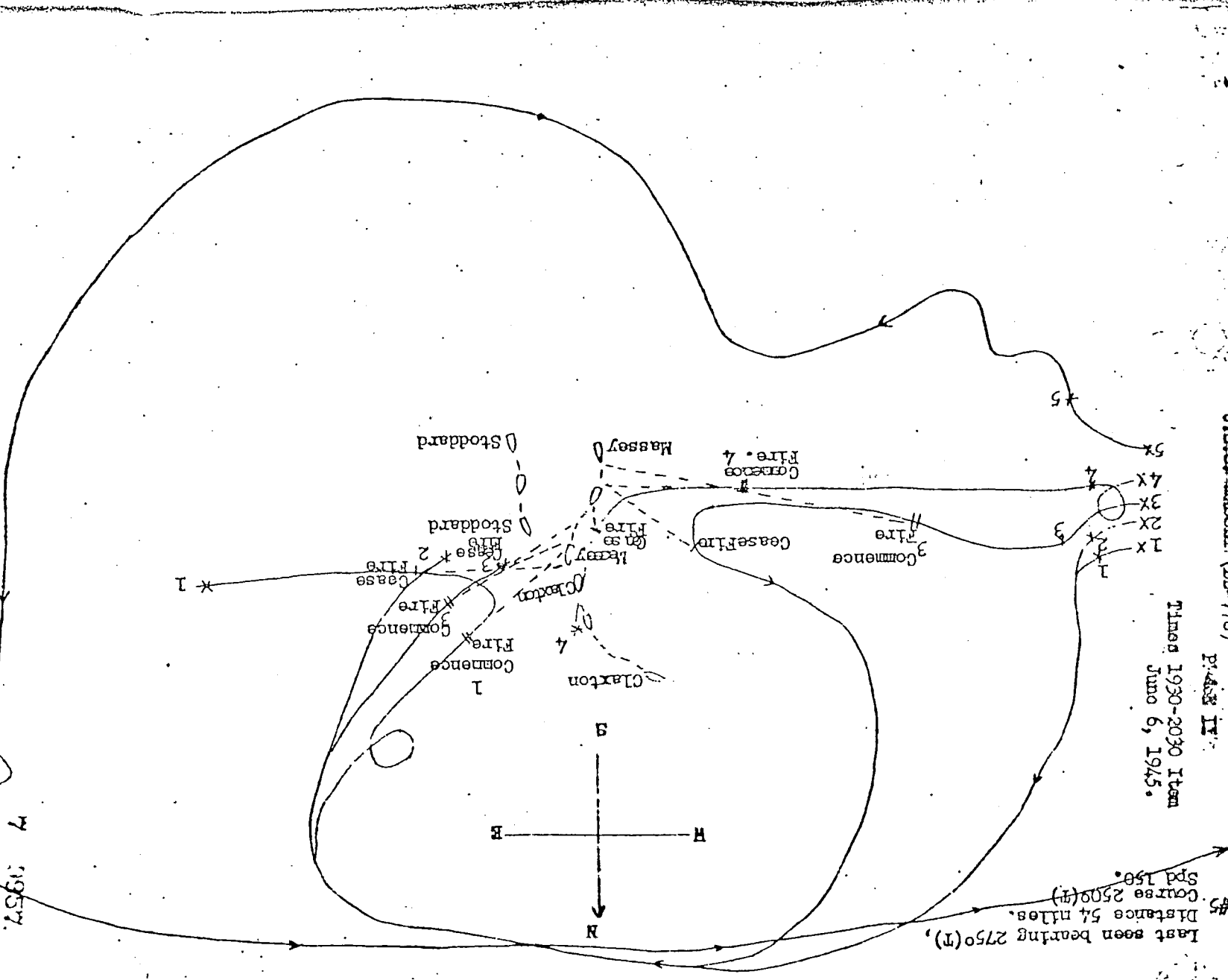
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U.S.S. MASSEY (DD-778)

PLATE IV

Times 1930-2030 Item
June 6, 1945.

#5
Last seen bearing 275°(T),
Distance 54 miles.
Course 250°(T)
Spd 150.



ENCLOSURE (G)

7 1957.

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169
REG. NO 3176
R. S. NO 7 1957
REG. SHEET NO 35

CTDFlot5/A16-3 COMMANDER TASK DESTROYER FLOTILLA FIVE
Serial 0455 c/o Fleet Post Office
San Francisco, California

20 June 1945

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

FIRST ENDORSEMENT to
CO, USS MASSEY Conf. ltr.
DD778/A16-3, serial 086,
dated 13 June 1945

From: Commander Task Group 31.5 (ComTaskDesFlot 5).
To: Commander in Chief, United States Fleet.
Via: (1) Commander Fifth Amphibious Force (CTF 31).
(2) Commander Third Fleet.
(3) Commander in Chief, U. S. Pacific Fleet.

Subject: Anti-Aircraft Action on Radar Picket Station #9, Okinawa,
report of.

1. Forwarded.

F. Mooserugger
F. MOOSERUGGER

FILMED

24 July 1945

A16-3

(099)

170 *Orin*
W

REG. NO 323
 R. S. NO 8 0288
 REG. SHEET NO 18

DECLASSIFIED

From: The Commanding Officer.
 To : The Commander in Chief, United States Fleet.
 Via : (1) The Commander Task Group 95.3
 (Commander Destroyer Squadron Twenty-Four)
 (2) The Commander Task Force 95.
 (Commander Cruiser Division Sixteen)
 (3) The Commander in Chief, Pacific Fleet.

Subject: Action Report - East China Sea Operation, for the period
 12 July 1945 through 23 July 1945.

Reference: (a) PacFlt conf. ltr. 1CL-45, dated 1 January 1945.
 (b) CTF 95 OpOrder 8-45.

PART I
BRIEF SUMMARY

MASSEY was attached to Task Group 95.3 from 12 July 1945 through 23 July 1945 and during that time performed duties as a screening vessel in the anti-submarine screen of Task Force 95. MASSEY did not engage the enemy during the sweep of the East China Sea. MASSEY sunk two enemy mines during the period.

PART III
CHRONOLOGICAL ACCOUNT OF ACTION
 (All times are Item).

12 July 1945

Moonrise 0834; Moonset 2126.

MASSEY anchored in San Pedro Bay, Leyte, Philippine Islands on 6 hours notice in accordance with CDS 24 visual 062350. Task Force 33 is re-designated Task Force 95 by CinCPac's top secret dispatch 111153.

1200 Weather: Cloudy, middle and low clouds, passing rain squalls from Northeast.

13 July 1945

Moonrise 0927; Moonset 2215.

0600 MASSEY underway to sortie with Task Force 95 in accordance with CDS 24's visual 121000.

0700 Began sonar sweep off San Pedro Bay swept channel.

0830 Took station in anti-submarine screen.

1121 Commenced scheduled anti-aircraft practice firing, using drone and towed sleeve target.

1200 Weather: Cloudy, middle and low clouds from Northwest, slight breeze, passing rain squalls.

-1-

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A16-3
(099)

24 July 1945.

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Subject: Action Report - East China Sea Operation, for the period
12 July 1945 through 23 July 1945.

- 1451 Secured from anti-aircraft practice firing.
- 1500 Commenced scheduled surface gunnery practice, using towed sled target.
- 1556 Secured from surface gunnery practice.
- 2115 Commenced night surface gunnery practice, using towed sled target.
- 2129 Secured from night surface gunnery practice.

14 July 1945

Moonrise 1017; Moonset 2247.

- 0805 Commenced scheduled tactical exercises.
- 1132 Secured from tactical exercises.
- 1200 Weather: Cloudy, middle and low clouds, passing rain squalls from Southwest, slight breeze.
- 1330 Commenced scheduled anti-aircraft coordination drill.
- 1500 Secured from anti-aircraft coordination drill.

15 July 1945

Moonrise 1058; Moonset 2327.

- 0915 MASSEY fueled alongside CLEVELAND.
- 1023 MASSEY completed fueling.
- 1200 Weather: Cloudy, middle and low clouds, passing rain squalls, from Southwest, slight breeze from South and Southwest.

16 July 1945.

Moonrise 1137; Moonset 2358.

- 0611 Made landfall on Okinawa Shima.
- 0810 Passed through submarine nets, Buckner Bay, Okinawa,
- 0832 Anchored in berth B-131.
- 0850 WADSWORTH moored alongside to starboard.
- 0950 Proceeded to go alongside ALASKA to receive fuel.
- 1138 Returned to anchorage in berth B-131.
- 1200 Weather: Cloudy, middle and high clouds, slight breeze from South, barometer rose to 3004.

CONFIDENTIAL

Subject: Action Report - East China Sea Operation, for the period
12 July 1945 through 23 July 1945.

1720 Underway to sortie with Task Force 95 in accordance with CDS's visual
160700.

1935 Took station in anti-submarine screen of the task force.

17 July 1945

Moonrise 1237; Moonset 2343

0640 Went to General Quarters on approach of an unidentified plane.

0656 Secured from General Quarters when plane was identified as friendly.

1200 Weather: Fair, few clouds, winds of about 8 knots from Southeast.
Barometer normal.

1235 Went to General Quarters on approach of an unidentified plane.

1247 Secured from General Quarters when plane was identified as friendly.

1820 Proceeded to Picket Station #2 in accordance with CDS 24's visual 170702.

18 July 1945

Moonrise 1310; Moonset 0028.

0510 Rejoined anti-submarine screen and took station.

0650 Relieved in screen station by BEALE. Proceeded to go alongside DENVER
for fuel.

0756 Proceeded to relieve ANTHONY in screen.

1200 Weather: Partly cloudy, passing rain squalls, winds of about 15 knots from
East Southcoast, barometer normal, swells of about 8 feet from South
Southeast.

1719 MASSEY sighted a Japanese Type 93 horned mine floating 300 yards broad on
the starboard bow.

1730 Detonated Japanese mine with 40mm fire.

1746 Regained station in screen.

19 July 1945

Moonrise 1409; Moonset 0102.

0805 Relieved on screening station by BEALE. Proceeded to go alongside DENVER
for fuel.

0851 Proceeded to regain position in the screen.

1200 Weather: Low clouds, numerous rain squalls from South, winds of about 20
knots from South, barometer normal, long swells of about 10 feet from
Southeast.

A16-3

(099)

24 July 1945.

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CONFIDENTIAL

Subject: Action Report - East China Sea Operation, for the period 12 July 1945 through 23 July 1945.

1407 Departed from station to investigate suspicious floating object.

1413 Object identified as Japanese Type 93 mine. Mine sunk by 40mm fire without detonation.

20 July 1945

Moonrise 1501; Moonset 0138.

0710 Relieved on station by BEALE. Proceeded to go alongside GUAM for fuel.

0750 Proceeded to regain station in the screen upon completion of fueling.

1200 Weather: Partly cloudy, low clouds, rain squalls in the afternoon, winds from Southeast to West, increasing in the afternoon to about 30 knots, deep swells from Southwest.

21 July 1945

Moonrise 1604; Moonset 0215.

1200 Weather: Squally weather from Southwest, winds of about 12 knots from Southwest, low visibility, medium swells from Southwest.

1919 Went to General Quarters for evening alert.

2040 Secured from General Quarters; set condition "LEAA".

2155 Went to General Quarters on approach of unidentified group of three planes. Planes closed to within 16,000 yards of MASSEY. Ships on other side of formation opened fire. Planes turned away. Planes did not close formation again.

2229 Secured from General Quarters; set condition "LEAA".

22 July 1945

Moonrise 1658; Moonset 0313.

1050 Set condition of readiness "LEAA".

1200 Weather: Clear, visibility good, slight breeze from South, barometer normal.

1202 Departed from screen in company with ComDesDiv 47 and DesDiv 47 to investigate surface contacts.

1214 Went to General Quarters.

1223 Three small fishing boats were identified as harmless Chinese fishermen with one to three occupants per boat. The craft were small with no concealment for personnel or cargo. Identification was not positively certain, since an interpreter was not available aboard this ship. Circumstantial evidence was convincing.

1300 Rejoined anti-submarine screen.

1825 Proceeded to Picket Station #1 in accordance with CDS 24 visual 220708.

4

CONFIDENTIAL

Subject: Action Report - East China Sea Operation, for the period 12 July 1945 through 23 July 1945.

2200 Rejoined anti-submarine screen.

2247 Secured from condition "LEAA" and set condition II.

23 July 1945

Moonrise 1751; Moonset 0348.

1200 Weather: Partly cloudy, middle and low clouds from South, slight breeze from South, barometer normal.

PART IV
ORDNANCE

A. Performance of own ordnance and material.

A single material casualty developed in the Mk I computer on 14 July during a tracking exercise.

Nature of Casualty

Improper functioning of the time of flight ballistic computer section of the Mk I, Mod 13 computer.

Cause

Burned follow-up control. (BuOrd Drawing #209789, piece #11)

Corrective Measures Taken.

Casualty corrected by ship's force. New follow-up control installed.

PARTS V, VI, VII, AND VIII.

No comments.

C. W. ALDRICH.

CC:

CincPac 3
ComDesPac 1
CominCh 1
ComDesRon 66
ComDesDiv 132

8 0288

5

U.S.S. MASSEY (DD-778)

REG. NO. 412 ¹⁷⁵
R. S. NO 8 02783
REG. SHEET NO 177

11 August 1945.

*Orig
7/10/45*

AL6-3 (OLLO)

~~CONFIDENTIAL~~
DECLASSIFIED

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via: (1) Commander Task Unit 95.2.4.
(Commander Destroyer Squadron Twenty-four.)
(2) Commander Task Group 95.2.
(Commander Cruiser Division SIXTEEN.)
(3) Commander Task Force 95.
(Commander Battleship Squadron One.)
(4) Commander in Chief, United States Pacific Fleet.

Subject: Action Report - East China Sea Operation for the period
24 July 1945 through 7 August 1945.

Reference: (a) PacFlt conf. ltr. ICL-45 dated 1 January 1945.
(b) ComCruDivl6 OpOrder 8-45.

PART I
BRIEF SUMMARY

MASSEY was attached to Task Unit 95.2.4 from 24 July 1945 through 7 August 1945 and during that time performed duties as a screening vessel in the anti-submarine screen of Task Group 95.2. MASSEY took one unidentified plane under fire at 0504, 4 August 1945.

PART III
CHRONOLOGICAL ACCOUNT OF ACTION
(All times are Item)

24 July 1945

Moonrise 1754; Moonset 0402

0000 MASSEY steaming in anti-submarine screen of the task group approaching Okinawa from the east.
0612 Commenced patrolling station in accordance with sortie and entrance plan off Buckner Bay swept channel.
0711 Passed through anti-submarine nets.
0740 Anchored in berth L-63.
1047 Shifted berths to L-39.
1200 Weather: Clear, low and middle clouds 0.03, visibility good, winds of 2 knots from 260°(T), calm sea.
1415 Went alongside IX-137 to fuel.
1633 Returned to berth L-39.
1640 Received provisions and GSK stores.

25 July 1945

Moonrise 1906; Moonset 0520

0000 Anchored in berth L-39, Buckner Bay, Okinawa.
1200 Weather: Clear, middle and low clouds 0.05, visibility good, winds of about 4 knots from 260°(T), calm sea.

137579 (p.19)

FILMED

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

Subject: Action Report - East China Sea Operation for the period
24 July 1945 through 7 August 1945.

26 July 1945

Moonrise 2019; Moonset 0631

- 1200 Weather: Clouds, middle and low clouds 0.08, visibility limited, passing rain squalls, winds of 3 knots from 270°(T), calm sea.
- 1441 Underway to sortie with the task group.
- 1553 Commenced patrolling on station in accordance with sortie plan.
- 1637 General Quarters on the approach of an unidentified plane.
- 1642 Took station in screen of task group cruising disposition.
- 1658 Secured from General Quarters upon identification of the plane as friendly.

27 July 1945

Moonrise 2045; Moonset 0746

- 1200 Weather: Clear, ceiling unlimited, low clouds 0.02, wind force 8 knots from 290°(T), sea condition, slight swell.
- 1843 Took station with DesDiv 48 in the rear group of destroyers upon deployment.

28 July 1945.

Moonrise 2126; Moonset 0856.

- 0321 Went to General Quarters on making a surface radar contact.
- 0407 Secured from General Quarters when radar contact was determined to be a secondary echo from a geographical target.
- 1200 Weather: Cloudy, low and middle clouds, passing rain squalls, wind of 17 knots and slight sea swell from 150°(T), visibility good.

29 July 1945

Moonrise 2215; Moonset 0945

- 0835 Proceeded to assigned station in entrance plan for entrance to Buckner Bay, Okinawa.
- 1034 Passed through anti-submarine nets and proceeded to assigned berth near U.S.S. CASCADE.
- 1200 Weather fair, slight breeze from east, barometer normal, visibility excellent, sea calm.
- 1352 Went alongside U.S.S. CHETAUK (IX-188) for fuel.
- 1532 U.S.S. CHETAUK with MASSEY alongside got underway and proceeded to go alongside GUAM.
- 1553 MASSEY returned to anchorage and remained on one hour notice in accordance with CTG 95.2's visual 290545.

30 July 1945

Moonrise 2244; Moonset 1046

- 0320 Sounded General Quarters for possible air attack.
- 0400 Secured from General Quarters when all enemy planes had cleared the area.
- 1200 Weather fair, low clouds 0.02, slight breeze from NE to SE, barometer normal, sea calm.

31 July 1945

Moonrise 2313; Moonset 1144

- 0847 Underway to sortie with DesRon 24 in accordance with CDS 24's visual 300230. 2

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

Subject: Action Report - East China Sea Operation for the period
24 July 1945 through 7 August 1945.

31 July 1945 (Cont'd)

- 0915 Proceeded to return to anchorage in compliance with CTG 95.2's dispatch 0905I cancelling the sortie order.
- 0947 Anchored in berth L-43.
- 1200 Weather fair, passing rain squalls, visibility good, slight breeze of about six knots from NE to SE, barometer lower, but normal rise and fall, long low swells from NE.

1 August 1945

Moonrise 2342; Moonset 1256

- 0840 Underway to sortie with DesRon 24 in accordance with CTG 95.2.4 310426.
- 0908 Passed through the anti-submarine nets and took screening station in accordance with sortie plan.
- 1043 Took station in screen of Task Group disposition 6VB of CTG 95.2 OpOrder 8-45.
- 1200 Weather cloudy with numerous rain squalls, winds of 10 knots from NE to NW, visibility limited, barometer low, long low swells from NW.
- 1625 General Quarters on approach of unidentified aircraft.
- 1711 Secured from General Quarters when plane was identified as friendly.

2 August 1945

Moonrise 0050; Moonset 1401

- 1200 Weather: cloudy, low and middle clouds, numerous rain squalls, wind of 10 to 20 knots from NE to NW, visibility limited, barometer low, high swells from N to NW.
- 1900 General Quarters for evening alert.
- 1935 Proceeded to picket station #2, 12 miles bearing 150°(T) from fleet center.
- 2010 Secured from General Quarters.

3 August 1945

Moonrise 0129; Moonset 1522

- 0435 Proceeded to return to station in anti-submarine screen of the disposition.
- 1200 Weather: cloudy, low and middle clouds, winds of 15 to 18 knots from W to NNW, visibility poor, barometer low, but normal rise and fall, short deep swells from NW.
- 1900 General Quarters for evening alert.
- 1933 Proceeded to take station in anti-submarine screen in van of deployment disposition.
- 2013 Secured from General Quarters.
- 2300 General Quarters for anti-shipping sweep of northern approaches to Yangtze River mouth. Proceeded in company with DesRon 47 and CruDiv 12.

4 August 1945

Moonrise 0212; Moonset 1639

- 0115 Secured from General Quarters.
- 0400 On order of CTG 95.2 MASSEY and DALY left the formation to investigate an unidentified surface target.

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

Subject: Action Report - East China Sea Operation for the period
24 July 1945 through 7 August 1945.

4 August 1945 (Cont'd)

- 0430 Target found to be Chinese two-masted open junk. Reported findings and proceeded to rejoin formation on order of CTG 95.2.
- 0445 General Quarters on approach of unidentified aircraft. The plane was picked up at 50 miles bearing 250°(T) and tracked in directly towards MASSEY and DAILY.
- 0504 After notifying CTG 95.2 of intentions, MASSEY opened fire on plane. The plane changed course upon being taken under fire and crossed ahead of MASSEY.
- 0506 MASSEY ceased firing as plane opened on a steady course to the northeast. Ammunition expended: 75 rounds of 5"/38.
- 0523 Secured from General Quarters.
- 0545 Rejoined formation.
- 0921 Proceeded to go alongside ALASKA for fuel.
- 1106 Proceeded to return to screening station.
- 1200 Weather: cloudy, low and middle clouds, passing rain squalls, visibility fair, winds of 4 - 5 knots from NW to SE, barometer normal, calm sea.
- 1320 General Quarters for anti-aircraft firing exercise for automatic weapons, using towed sleeve targets.
- 1527 Secured from General Quarters. Ammunition expended: 747 rounds HEIT 40mm; 1156 rounds HIT and HEIT 20mm.
- 1631 General Quarters on approach of unidentified aircraft.
- 1641 Secured from General Quarters upon identification of plane as friendly.
- 2150 Took station in column with DesDiv 47 for anti-shiping sweep to westward.

5 August 1945

Moonrise 0303; Moonset 1732

- 0100 MASSEY and DesDiv 47 rejoined the main body of Task Group 95.2
- 0942 Proceeded to go alongside GUAM to fuel.
- 1033 Proceeded to regain station in the anti-submarine screen.
- 1200 Weather: cloudy, passing rain squalls, visibility fair, light breeze from NE, sea calm.
- 1312 General Quarters for 5" and automatic weapon anti-aircraft practice using towed sleeve targets. Ammunition expended: 17 rounds 5" SP4, 160 rounds 40mm, and 30 rounds 20mm.
- 1508 Unidentified plane approaching, MASSEY standing by for possible air-attack.
- 1537 Secured from General Quarters on enemy planes clearing the area.
- 1711 General Quarters upon approach of unidentified aircraft.
- 1742 Secured from General Quarters when all planes in area identified as friendly.
- 1932 General Quarters upon approach of unidentified aircraft.
- 2009 Secured from General Quarters upon identification of all planes as friendly.
- 2215 General Quarters to investigate surface radar contact made by the ANTHONY.
- 2220 Took station in column with DesDiv 47 for anti-shiping sweep of northern approaches to the Yangtze River mouth.
- 2230 Secured from General Quarters upon evaluation by ANTHONY of contact as "non target".

Al6-3 (0110)

11 August 1945. 179

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

Subject: Action Report - East China Sea Operation for the period
24 July 1945 through 7 August 1945.

6 August 1945

Moonrise 0357; Moonset 1825

0055 MASSEY and DesDiv 47 rejoined the main body of Task Group 95.2
0318 General Quarters for possible air attack.
0348 Secured from General Quarters as enemy aircraft left the area.
1058 General Quarters for possible air attack.
1200 Weather: Cloudy, passing squalls, visibility fair, light breeze from
NE, sea calm.
1230 Secured from General Quarters when numerous aircraft were identified
as friendly.
1403 CTG 95.2.2 assumed tactical command of Task Group 95.2 as per CTG 95.2
visual dispatch 060455.
1534 Commenced test firing of 5"/38 VT projectiles.
1602 Secured from test firing.

7 August 1945

Moonrise 0438; Moonset 2009

0553 MASSEY proceeded to assigned station for entry into Buckner Bay,
Okinawa, in accordance with entry plan.
0711 MASSEY entered the anti-submarine nets in column astern of the ANTHONY,
following the heavy units, and proceeded to anchorage in berth L-49.

PARTS IV, V, VI, VII AND VIII.

No comments.

C. W. ALDRICH.

CC:

CincPac 3
ComDesPac 1
CominCh 1
ComDesRon66 1
ComDesDiv132 1

8 02783 5

DECLASSIFIED

U.S.S. MASSEY (DD-778)

DD778/116-3 (0109)

9 August 1945.

407 Okay
180 W/W

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet
(Readiness Division).
Via: (1) Commander Task Group 95.2.
(2) Commander Task Force 95.
(3) Commander Ninth Fleet.
(4) Commander Destroyers, Pacific Fleet.
(5) Commander in Chief, Pacific Fleet.

Subject: Anti-Aircraft Action Report, forwarding of.

References: (a) PacFlt Conf. ltr. 1GL-45.

Enclosure: (A) Subject report of 0504, 2 August 1945.

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

C. W. ALBRICH
C. W. ALBRICH.

Copies direct to:
CominCh (Readiness Div.) (1)
CinCPac (3)
ComDesPac (1)

8-02808
Filed
136760

9 02727

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) East China Sea U.S.S. MASSEY (DD-778)

Zone Time 0504 Date 2 August 1945

1. Surprise attack (yes or no) No Day or Night Night
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 50 Miles
4. Total number of planes observed One (1) Type ---
5. Number of planes attacking own ship One (1) Type ---
6. Number of planes taken under fire by own ship One (1)
 - (a) Of those attacking own ship --- Type ---
 - (b) Others --- Type ---
7. Speed and altitude of approach in knots and feet 165 Knots, 4500 feet
8. Number of guns firing - by caliber 6 - 5"/38
9. Ammunition expended - by caliber 55 rounds VT Mk 53 Mod 1 Lot 2077, Mk 53 Mod 2
73 rounds 5"/38 Lot 2070
18 rounds A/C Mk 18.
10. Percent service allowance expended 0.001
11. Method of control Full Radar Method of spotting Radar
Method of ranging Radar Method of firing Master Key
12. Approximate time-tracking to first shot 25 Minutes
13. Approximate time of first hits ---
14. Approximate time first shot to last shot 48 seconds
15. Approximate position angle open fire 30°
16. Approximate position angle cease fire 15°
17. Approximate bearing first shot 250° T. 070 Relative
18. Approximate bearing last shot 210° T. 030 Relative
19. Approximate range first shot 7000 Altitude of Plane 8000
20. Approximate minimum range aircraft approached 6000 Altitude 2000
21. Approximate range last shot 8000 Altitude of Plane 2000
22. Approximate altitude of bomb release --- Size of bomb 9-02727

23. Approximate range torpedo release ----- Size of Torpedo -----

24. Number hits on ship by bombs ----- by torpedoes ----- Was ship strafed No
Size gun -----

25. Number near bomb misses damaging ship -----

26. Planes shot down: None SURE SURE PROBABLE DAMAGED
(By own ship (Assist) alone)

(a) Those attacking own ship -----

(b) Other aircraft -----

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire: 1. It is seen to crash, 2. It is seen to disintegrate in the air or be enveloped in flames, 3. It is seen to descend on friendly territory and be captured, 4. Pilot and entire crew are seen to bail out.)

(A) "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.) (An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims).

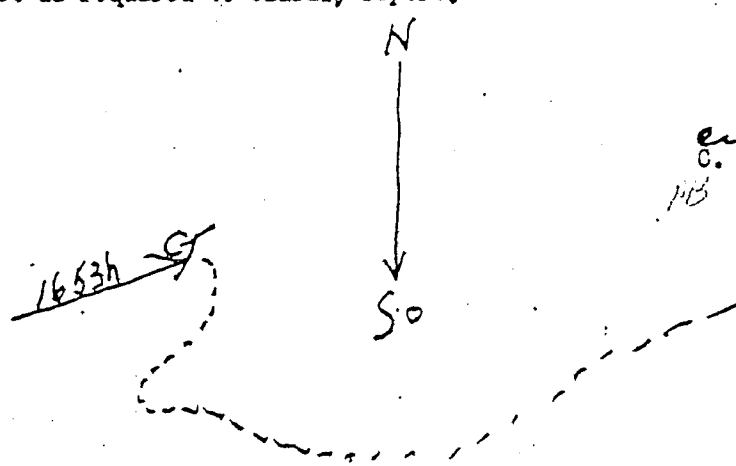
27. Best estimate of size gun or guns responsible for each "Sure" -----

28. Performance of ammunition (excellent, good, bad, poor) Good

29. What failures in material occurred in this action? None

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.



C. W. Aldrich
C. W. ALDRICH

113

9 02727

REPORT

Plane was picked up by Mark 12 radar at 25 miles. At 17 miles the target was at 1200 feet altitude, climbing steadily. At 7,000 yards the altitude was steady at 8,000 feet. The first bursts calibrated the target pip momentarily. The plane banked right, diving sharply immediately after the first salvo, and crossed ahead of Massey to open on a steady course to the Northeast. The night was very black and the plane was never sighted visually. VI phenomena were observed.

9 02727

184

UNITED STATES FLEET
COMMANDER CRUISER DIVISION 16

CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

FB3-16/A16-3

Serial: 0152

CONFIDENTIAL

16 AUG 1945

FIRST ENDORSEMENT to
MASSEY's Serial 0109
dated 9 August 1945.

From: Commander Cruiser Division SIXTEEN (CTG 95.2).
 To : Commander in Chief, United States Fleet,
 (Readiness Division).
 Via : (1) Commander Task Force 95.
 (2) Commander Destroyers, Pacific Fleet.
 (3) Commander in Chief, Pacific Fleet.
 Subject: Anti-Aircraft Action Report, forwarding of.
 1. Forwarded.

F.S. [Signature]

cc:
MASSEY

9 02727

185

FCI-1/A16-3

COMMANDER BATTLESHIP SQUADRON ONE
c/o Fleet Post Office 90/mm
San Francisco, California

47741

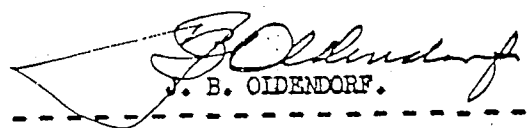
Serial: 0643

~~CONFIDENTIAL~~
CONFIDENTIAL

SECOND ENDORSEMENT to
CO MASSEY (DD778) Conf
ltr A16-3, Ser. 0109
dated 9 August 1945.

21 August 1945

From: Commander Battleship Squadron ONE
(Commander Task Force NINETY-FIVE)
To : Commander in Chief, United States Fleet (Read.Div.)
Via : (1) Commander Destroyers, Pacific Fleet.
(2) Commander in Chief, Pacific Fleet.
Subject: Anti-Aircraft Action Report, forwarding of.
1. Forwarded.


J. B. OLDENDORF.

Copy to:
CO MASSEY (DD778)

X

9 02727
846

REG. NO 6-7063
R. S. NO 9 02727
RECEIVED NO 187

DESTROYERS PACIFIC FLEET

Al6-3(12)

Serial 03445

10 SEP 1945

CONFIDENTIAL

THIRD ENDORSEMENT to
CO MASSEY (DD778) Conf
ltr Al6-3, Ser. 0109
dated 9 August 1945.

From: Commander Destroyers, Pacific Fleet.
To : Commander in Chief, United States Fleet (Read. Div) ✓

Subject: Anti-Aircraft Action Report, forwarding of.

1. Forwarded.

2. By copy of this endorsement the attention of the
Commanding Officer, U.S.S. MASSEY (DD778) is directed to reference (a)
of the basic letter, as corrected by ALPAC 97-45, which delineates
the proper procedure to be followed in submitting Anti-Aircraft Action
Reports. Commander Destroyers, Pacific Fleet, is not in the opera-
tional chain of command.

W. R. Phillips
W. R. PHILLIPS,
Chief of Staff.

Copy to:
CO MASSEY (DD778)

1842 285 51 J2 12

RECEIVED
OFFICE
COMMUNICATIONS SECTION

10909 Meade Drive
Sun City, Arizona 85351
April 16, 1993

Hi Guys:

Enclosed are 180 + pages of the WWII activities of the USS MASSEY DD778. One of the fellows at our Oregon reunion put me on to the availability of the microfilm.

Lois worked in the Citrus College Library and put me on to the process of putting the film onto paper.

The results were far above my expectation. A local film processor adjusted the microfilm to his equipment and as a result it could fit to 8 1/2 by 11 inch paper. You saw my copy at the Long Beach reunion where you requested a copy.

Haven't heard from Doc so I guess he is still trying to find his way home from Australia. He was suppose to navigate to New Zealand. He should be back in time for the next Reunion....I hope. Are you there Doc?

Haven't heard from Jack Zagaros or anyone in the Minneapolis area...I guess there still snowed in. Cold winters are rough.

I sold my Coop in Laguna Hills in January and am now full time in Arizona. Currently I'm in Glendora, California with my gal, Lois. She is selling her home here and coming with me in June to Sun City where we will fix up my place.

Hope this note finds you all in good cheer and preparing for Massachussetts a year from now.

Sincerely,

Don Martin

P.S. Printing, costs + mailing \$1502

See you next Reunion