

PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Thursday, 25 November, 1943.  
(Day) (Date) (Month)

Zone description 412

Position	0800	1200	2000
Lat.	3° 49.1' N.	4° 02.7' N.	3° 18.5' N.
Long.	171° 58.5' E.	172° 05.6' E.	172° 05.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

1600 to 2000 (Continued)

Emergency ships left to course 150° (T). 1941 Ceased firing, having expended: 18 projectiles 5"/38 caliber projectiles AA Mark 35.3 with Mark 32 nose fuses, Lot Queen; 18 charges 5"/38 caliber: 12 SPDN 3968 flashless, 3 SPDN 4112 flashless, 3 SPDN 4113 flashless. 1941 Emergency ships left to course 110° (T). 1945 Group of enemy planes bearing 290° (T), distant 19,300 yards, range opening rapidly. 1947 Emergency ships left to course 110° (T). 1948 Commander Task Group 50.2 reported large group of unidentified aircraft bearing 110° (T), distant 89 miles. 1952 Group of enemy planes bearing 135° (T), distant 8 miles. 1953 Emergency ships right to course 150° (T). 1958 Emergency ships right to course 180° (T).

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.  
Ensign, U.S.N.R.

2000 to 2400

Steaming as before. 2008 Changed fleet course to 210° (T). 2016 Commenced zig-zagging, using Plan 6. 2023 Ceased zig-zagging, remained on zig-zag course 235° (T). 2028 Unidentified object reported bearing 270° (T), distant 8 miles. U.S.S. RADFORD left the formation to investigate the contact. 2028 Changed fleet course to 270° (T). 2031 Commenced zig-zagging, using Plan 6. 2040 Ceased zig-zagging, remained on zig-zag course 230° (T). 2049 Changed fleet course to 170° (T). 2055 Changed fleet course to 260° (T). 2112 Changed fleet course to 280° (T). 2119 Changed fleet course to 260° (T). 2127 Changed fleet course to 300° (T). 2135 Secured from Air Defense, set Condition of Readiness II-Able, secured from Material Readiness Zebra, set Material Readiness Zebra (A). 2141 Changed fleet speed to 18 knots. 2144 U.S.S. RADFORD reported excellent submarine contact, attacking with depth charges. 2145 Formed Cruising Disposition 5-Roger, fleet course 300° (T), fleet axis 310° (T), MASSACHUSETTS in station 3-180, fleet guide in U.S.S. ENTERPRISE bearing 310° (T), distant 4,000 yards. 2156 Commenced zig-zagging, using Plan 6. 2348 Observed U.S.S. RADFORD conducting depth charge attack on enemy submarine.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

Approved:

Examined:

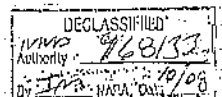
*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*B. Carlson*  
B. CARLSON  
Commander, U.S. Navy  
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

★ U. S. GOVERNMENT PRINTING OFFICE: 1943 16-33970-1

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PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Friday

26

November, 1943.

(Day)

(Date)

(Month)

Zone description 412

Position	0800	1200	2000
Lat.	3° 21.1' N.	2° 39.7' N.	1° 10.7' N.
Long.	171° 40.7' E.	172° 26.7' E.	172° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

0000 to 0400

Underway in company with Task Group 50.2 in accordance with Commander Central Pacific Force Operating Plan CEN 1-43, Serial 00110, of 25 October 1943. In Cruising Disposition 5-Roger, fleet course 300° (T), fleet axis 310° (T), MASSACHUSETTS in station 3180, fleet guide in U.S.S. ENTERPRISE in station 1000 bearing 310° (T), distant 4,000 yards, standard speed 16 knots, fleet speed 18 knots, zig-zagging in accordance with Plan 6. All boilers on the line for steaming purposes. Ship in Condition of Readiness II-Able, Material Readiness Zebra (A), Boiler Readiness 33, Aircraft Readiness 9. Ship darkened. 0149 Ceased zig-zagging, remained on zig-zag course 320° (T). 0203 Changed fleet course to 030° (T). 0214 Resumed zig-zagging, using Plan 6. 0250 Ceased zig-zagging, resumed base course 030° (T). 0300 Changed fleet course to 110° (T). 0315 Resumed zig-zagging, using Plan 6.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0400 to 0800

Steaming as before. 0521 Changed fleet speed to 20 knots. 0524 All hands to General Quarters for dawn stand-to, set Material Readiness Zebra. 0522 U.S.S. BOYD reported unidentified surface contact bearing 178° (T), distant 14 miles. 0608 Ceased zig-zagging, remained on zig-zag course 090° (T). 0616 Changed fleet speed to 18 knots. 0625 Changed fleet course to 180° (T). 0625 Secured from General Quarters, set Condition of Readiness II-Able. Secured from Material Readiness Zebra, set Material Readiness Zebra (A). Lighted ship. 0632 Commenced zig-zagging, using Plan 9. 0640 Ceased zig-zagging, remained on zig-zag course 200° (T). 0644 Changed fleet course to 135° (T). 0648 U.S.S. INDIANA reported surface contact bearing 097° (T), distant 21 miles. 0657 Commenced zig-zagging, using Plan 9. 0712 Ceased zig-zagging, resumed base course 135° (T). 0715 Changed fleet course to 180° (T). 0722 Resumed zig-zagging, using Plan 9. 0737 Passed numerous floating objects of debris, including bits of cork, a life jacket, and an airplane wheel, believed to be result of an action 48 hours previous.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0800 to 1200

Steaming as before. 0800 Ceased zig-zagging, remained on zig-zag course 150° (T). 0802 Changed fleet course to 175° (T). 0804 Sighted two smoke flares bearing 050° (T), distant 15,000 yards. Passed floating oil drum close aboard to port. 0814 Observed plane crash from U.S.S. BELLEAU WOOD. 0820 Changed fleet course to 145° (T). 0827 U.S.S. FLETCHER reported having rescued three survivors of crashed plane. 0837 Changed fleet speed to 25 knots. 0904 Changed fleet course to 145° (T). 0912 Changed fleet course to 175° (T). 0920 Changed fleet speed to 18 knots. 0924 Changed fleet course to 105° (T). 0927 Commenced zig-zagging, using Plan 9. 1028 Changed fleet speed to 22 knots. 1032 Ceased zig-zagging, remained on zig-zag course 105° (T). 1033 Resumed zig-zagging, using Plan 9. 1115 Changed fleet speed to 23 knots. 1120 Changed fleet course to 105° (T). 1136 Changed fleet course to 125° (T). 1145 Changed fleet course to 105° (T).

Approved:

Examined:

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

*W. J. Fuldock*  
Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, U.S. Navy  
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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Authority 968/33  
Date 10/08  
By [signature]

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PART III  
CONFIDENTIAL

Page 281

UNITED STATES SHIP MASSACHUSETTS

Friday

26

November, 1943.

(Day)

(Date)

(Month)

Zone description #12

Position	0800	1200	2000
Lat.	30° 21.1' N.	20° 39.7' N.	10° 10.7' N.
Long.	171° 40.7' E.	172° 26.7' E.	172° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

## 1200 to 1600

Steaming as before. 1215 Changed fleet speed to 18 knots. 1217 Changed fleet course to 210° (T). 1223 Commenced zig-zagging, using Plan 9. 1426 Changed fleet speed to 23 knots. 1429 Ceased zig-zagging, resumed base course 210° (T). 1437 Changed fleet speed to 25 knots. 1446 Changed fleet course to 100° (T). 1454 Changed fleet speed to 23 knots. 1454 Sighted several wooden boxes and two oil drums afloat distant 5,000 yards. 1504 Changed fleet speed to 18 knots. U.S.S. FLETCHER reported having sighted empty life raft. 1513 Changed fleet course to 210° (T). 1520 Commenced zig-zagging, using Plan 9. 1548 U.S.S. INDIANA designated fleet guide, bearing 340° (T), distant 5,100 yards.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

## 1600 to 2000

Steaming as before. 1607 Ceased zig-zagging, remained on zig-zag course 235° (T). 1609 Changed fleet course to 180° (T). 1618 Commenced zig-zagging, using Plan 9. 1629 U.S.S. ENTERPRISE designated fleet guide, bearing 310° (T), distant 4,000 yards. 1652 Ceased zig-zagging, remained on zig-zag course 175° (T). 1655 Sighted unidentified plane on horizon flying low, bearing 290° (T). 1701 Changed fleet speed to 23 knots. 1704 U.S.S. NORTH CAROLINA reported having sighted a Betty bearing 280° (T), distant 14 miles. 1721 Changed fleet course to 180° (T). 1723 Changed fleet speed to 18 knots. 1737 Commander Task Group 50.2 reported one enemy plane shot down by Combat Air Patrol. 1742 Ceased zig-zagging, remained on zig-zag course 195° (T). 1746 Changed fleet course to 110° (T), as carriers commenced recovery of aircraft and launching of three planes for night fighter patrol. 1748 Changed fleet speed to 23 knots. 1752 Changed fleet course to 100° (T). 1754 U.S.S. INDIANA reported unidentified aircraft bearing 112° (T), distant 21 miles. 1759 All hands to Air Defense. Set Material Readiness Zebra. Darkened ship. 1803 Changed fleet speed to 18 knots. 1803 Officer in Tactical Command ordered fighter planes to investigate unidentified aircraft. 1805 Formed Disposition 5-Victor to repel air attack, fleet course 100° (T), fleet axis 310° (T). MASSACHUSETTS in station 3180, fleet guide in U.S.S. ENTERPRISE bearing 310° (T), distant 3500 yards. 1810 U.S.S. JENKINS reported sighting one Emily bearing 055° (T). 1812 Sighted unidentified plane bearing 045° (R). 1813 Changed fleet course to 190° (T). 1818 Changed fleet speed to 19 knots. 1819 Changed fleet course to 180° (T). 1822 Changed fleet speed to 21 knots. 1825 Changed fleet course to 280° (T). 1834 Commenced zig-zagging, using Plan 6. 1844 Ceased zig-zagging, remained on zig-zag course 245° (T). 1845 Changed fleet course to 170° (T). 1900 Commander Task Group 50.2 reported large group of unidentified aircraft bearing 305° (T), distant 5 miles, and one group bearing 330° (T), distant 11 miles. 1901 Emergency ships left to 140° (T). 1907 Emergency ships left to course 080° (T). 1907 Opened fire to starboard on attacking enemy planes. For details of action see Commanding Officer's secret letter BB59/A9-8, Serial 0014, of December 11, 1943, and enclosures. 1908 Checked fire. 1910 Two groups of enemy planes reported bearing 120° (R), distant 13 miles, and 180° (R), distant 11 miles. 1913 Emergency ships right to course 170° (T). 1914 Commenced firing with starboard 5"/38 caliber battery at attacking enemy planes. 1918 Emergency ships right to course 240° (T). 1919 Checked fire. 1920 Torpedo reported on port quarter. All engines ahead emergency flank speed. Commenced emergency turn to starboard.

Approved:

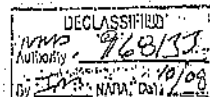
Examined:

*T. D. Rudlock*  
T. D. RUDLOCK,  
Captain, U.S. Navy, Commanding Officer.

*U. Carlson*  
U. CARLSON  
Commander, U.S. Navy, Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Friday  
(Day)26  
(Date)November  
(Month)

, 1943.

Zone description 412

Position	0800	1200	2000
Lat.	3° 21.1' N.	2° 39.7' N.	1° 10.7' N.
Long.	171° 40.7' E.	172° 26.7' E.	172° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

1600 to 2000 (Continued)

1921 Shifted the rudder, commenced swinging left to course 205° (T). 1922 Steadied on course 240° (T). Changed speed to 21 knots. 1923 One group of enemy planes now bearing 180° (T), distant 9 miles, a second bearing 110° (T), distant 11 miles. 1924 One enemy plane bearing 220° (T), distant 5.5 miles, closing rapidly. 1926 Large group of enemy planes bearing 000° (T), distant 10 miles. 1926 Emergency ships right to course 280° (T). 1930 Five enemy planes coming in rapidly on starboard bow bearing 025° (R). Emergency ships left to course 190° (T). 1931 Group of enemy planes circling to the right, now bearing 270° (R), distant 12,000 yards. 1932 Opened fire with 5"/38 caliber battery to port. 1932 Emergency ships left to course 100° (T). 1933 Checked fire. 1934 Emergency ships left to course 010° (T). 1935 Group of enemy planes bearing 330° (T), ranging closing rapidly. 1936 Enemy planes circling, now bearing 120° (R), distant 8.4 miles. 1938 Opened fire on enemy planes bearing 160° (T), distant 6 miles. 1939 Emergency ships left to course 330° (T). 1943 Ceased firing, having expended: 147 projectiles 5"/38 caliber AA Mark 35-3 with Mark 32 nose fuzes (122 Lot Queen, 25 Lot Sugar), 147 charges 5"/38 caliber: 67 SPDN 3968 flashless; 6 SPDN 4112 flashless; 2 SPDN 4113 flashless; 72 SPD of various indices. 1948 Ships left to course 270° (T). 1949 Closest group of enemy planes now bearing 039° (T), distant 12 miles. Range to all others opening rapidly. 1957 Ships left to course 240° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

2000 to 2400

Steaming as before. 2007 Ships right to course 240° (T). 2018 Two surviving night fighters directed by Officer in Tactical Command to return to base for night landing on U.S.S. ENTERPRISE, one plane having crashed in water as a result of action. 2020 Ships left to course 230° (T). 2028 Ships left to course 140° (T), as carriers prepared to recover fighter planes. 2036 Ships left to course 110° (T). 2037 RC radar screen now clear of all unidentified aircraft. 2053 U.S.S. ENTERPRISE completed successful recovery of two night fighter planes. 2101 Secured from Air Defense, set Condition of Readiness II-Able, secured from Material Readiness Zebra, set Material Readiness Zebra (A). 2114 Changed fleet course to 200° (T). 2126 Commenced zig-zagging, using Plan 6. 2154 Commander Task Group 50.2 reported surface contact bearing 128° (T), distant 4 miles. 2156 U.S.S. RADFORD ordered to investigate contact. 2204 Emergency ships right to course 220° (T). Ceased zig-zagging. 2206 U.S.S. BROWN ordered to investigate surface contact bearing 256° (T), distant 3,000 yards. 2222 U.S.S. RADFORD returned to station in anti-submarine screen. 2234 Changed fleet course to 240° (T). 2240 U.S.S. BROWN ordered to rejoin formation. 2252 Radar surface contact bearing 195° (T), distant 9 miles. 2301 Radar surface contact now bearing 199° (T), distant 10 miles. 2302 Commander Task Group 50.2 directed U.S.S. BOYD to investigate contact. 2304 Commenced zig-zagging, using Plan 6. 2316 Ceased zig-zagging, remained on zig-zag course 270° (T). 2317 Changed fleet course to 180° (T). 2320 U.S.S. BOYD reported having made contact with enemy submarine. 2322 Commenced zig-zagging, using Plan 6, with base course 180° (T). 2333 Sighted light bearing 060° (T), believed to be U.S.S. BOYD marking area for anti-submarine attack. 2349 Ceased zig-zagging, resumed base course 180° (T). 2355 Formed Cruising Disposition 5-Roger, fleet course 180° (T), fleet axis 310° (T), fleet speed 18 knots, MASSACHUSETTS in station 3180, fleet guide

Approved:

Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, U.S. Navy  
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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DECLASSIFIED  
AUTHORITY 968131  
DATE 10/08

PART III  
CONFIDENTIAL

Page 283

UNITED STATES SHIP MASSACHUSETTS

Friday 26 November, 1943.

(Day)

(Date)

(Month)

Zone description 12

Position	0800	1200	2000
Lat.	3° 21.1' N.	2° 39.7' N.	1° 10.7' N.
Long.	171° 40.7' E.	172° 26.7' E.	172° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

2000 to 2400 (Continued)

in U.S.S. ENTERPRISE bearing 310° (T), distant 4,000 yards.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.  
Ensign, U.S.N.R.

Approved:

Examined:

T. D. RUDDOCK,

Captain, U.S. Navy, Commanding Officer.

B. CARLSON

Commander, U.S. Navy  
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

☆ U. S. GOVERNMENT PRINTING OFFICE : 1943 16-33079-1

PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Saturday 27 November, 1943.

(Day) (Date) (Month)

Zone description 412

Position	0800	1200	2000
Lat.	0° 49.8' N.	1° 10.1' N.	1° 21.8' N.
Long.	173° 37.8' E.	174° 01.3' E.	174° 04.3' E.

OPERATIONAL REMARKS  
(WAR DIARY)

0000 to 0400

Underway in company with Task Group 50.2 in accordance with Commander Central Pacific Force Operating Plan CEN 1-43 dated 25 October 1943, Serial 00110. In Cruising Disposition 5-Roger, fleet course 180° (T), fleet axis 310° (T), standard speed 16 knots, fleet speed 18 knots, MASSACHUSETTS in station 3180, fleet guide in U.S.S. ENTERPRISE in station 1000 bearing 310° (T), distant 4,000 yards. Officer in Tactical Command in U.S.S. ENTERPRISE. All boilers on the line for steaming purposes. Ship in Condition of Readiness II-Able, Material Readiness Zebra (A), Boiler Readiness 33, Aircraft Readiness 9. Ship darkened. 0010 U.S.S. BOYD reported having made depth charge attack on enemy submarine. 0036 Changed fleet course to 110° (T). 0044 Changed fleet course to 090° (T). 0051 Changed fleet course to 075° (T). 0054 Commenced zig-zagging, using Plan 6. 0055 U.S.S. BOWD directed by Officer in Tactical Command to remain with submarine contact until morning. 0103 U.S.S. NORTH CAROLINA reported unidentified surface contact bearing 105° (T), distant 4 miles. 0125 Radar contact bearing 117° (T), distant 18 miles, identified as friendly. 0222 Ceased zig-zagging, remained on zig-zag course 095° (T). 0226 Changed fleet course to 120° (T). 0250 Changed fleet course to 075° (T). 0257 Commenced zig-zagging, using Plan 6.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0400 to 0800

Steaming as before. 0438 Ceased zig-zagging, remained on zig-zag course 070° (T). 0440 Changed fleet course to 055° (T). 0443 Changed fleet speed to 22 knots. 0456 Changed fleet speed to 20 knots. 0500 Commenced zig-zagging, using Plan 6. 0511 All hands to General Quarters for dawn stand-to, set Material Readiness Zebra. 0602 Changed fleet speed to 22 knots. 0608 Ceased zig-zagging, resumed base course 055° (T). 0615 Secured from General Quarters, set Condition of Readiness II-Sugar, secured from Material Readiness Zebra, set Material Readiness Zebra (A). Lighted ship. 0618 Commenced zig-zagging, using Plan 9. 0630 Ceased zig-zagging, remained on zig-zag course 090° (T). 0642 Changed fleet course to 055° (T), changed fleet speed to 18 knots. 0645 Sighted eight ships hull down on horizon, identified as Task Group 50.3. 0647 Commenced zig-zagging, using Plan 9. 0721 U.S.S. BELLEAU WOOD left the formation and proceeded on duties previously assigned. 0725 Ceased zig-zagging, resumed base course 055° (T). 0740 Changed fleet course to 045° (T). 0742 Commenced zig-zagging, using Plan 9. 0746 Changed fleet speed to 15 knots. 0751 Ceased zig-zagging, remained on zig-zag course 085° (T). 0752 Changed fleet course to 040° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0800 to 1200

Steaming as before. 0800 Effected rendezvous with Task Group 50.3. 0802 Changed fleet course to 020° (T). 1814 Changed fleet course to 040° (T). 0822 Changed fleet course to 330° (T). 0831 Changed fleet speed to 18 knots. 0833 Changed fleet course to 315° (T). 0842 Changed fleet course to 325° (T). 0853 Changed fleet course to 340° (T). 0900 Changed fleet course to 310° (T). 0914 Changed fleet course to 300° (T). 0921 Changed fleet course to 320° (T).

Approved:

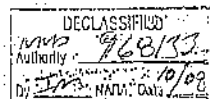
Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*G. Carlson*  
G. CARLSON,  
Commander, U.S. Navy  
Navigator

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

☆ U. S. GOVERNMENT PRINTING OFFICE : 1943 16-33070-1



PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Saturday 27 November, 1943.  
(Day) (Date) (Month)

Zone description 12

Position	0800	1200	2000
Lat.	0° 49.8' N.	1° 10.1' N.	1° 21.8' N.
Long.	173° 37.8' E.	174° 01.3' E.	174° 04.3' E.

OPERATIONAL REMARKS  
(WAR DIARY)

## 0800 to 1200 (Continued)

0927 Changed fleet course to 330° (T). 0932 Changed fleet course to 020° (T).  
0939 Changed fleet course to 120° (T). 0954 Changed fleet course to 045° (T).  
0956 Changed fleet course to 075° (T). 0959 Changed fleet speed to 19 knots.  
1001 Changed fleet course to 095° (T). 1005 Changed fleet speed to 18 knots.  
1008 Commenced zig-zagging, using Plan 9. 1033 Ceased zig-zagging, remained  
on zig-zag course 080° (T). 1035 Changed fleet course to 110° (T). 1058  
Changed fleet course to 120° (T). 1111 Changed fleet course to 050° (T).  
Changed fleet speed to 12 knots, as U.S.S. ENTERPRISE and U.S.S. SARATOGA  
prepared to receive destroyers alongside. 1122 Changed fleet axis to 340° (T),  
fleet guide in U.S.S. ENTERPRISE bearing 340° (T), distant 4,000 yards.  
1130 Changed fleet course to 020° (T). 1134 U.S.S. JENKINS and U.S.S. BROWN  
left the formation and proceeded independently. 1135 U.S.S. INDIANA reported  
unidentified aircraft bearing 343° (T), distant 38 miles. 1138 Changed fleet  
course to 055° (T). 1140 Changed fleet course to 050° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

## 1200 to 1600

Steaming as before. 1201 Commenced zig-zagging, independently, on  
various courses and speeds with base course 050° (T) as carriers commenced  
receiving destroyers alongside. 1259 Ceased zig-zagging, remained on zig-zag  
course 010° (T). 1301 Changed course to 045° (T). 1307 Changed fleet course  
to 230° (T). 1318 Resumed zig-zagging independently, with base course 230° (T).  
1323 U.S.S. INDIANA reported unidentified aircraft bearing 000° (T), distant  
38 miles. 1408 U.S.S. NORTH CAROLINA reported unidentified aircraft bearing  
295° (T), distant 28 miles. 1423 Rear Admiral A.W. RADFORD, U.S. Navy, Officer  
in Tactical Command of Task Group 50.2, completed the transfer of his staff from  
U.S.S. ENTERPRISE to U.S.S. SARATOGA. 1512 U.S.S. ENTERPRISE and U.S.S. SARATO-  
GA exchanged stations in Cruising Disposition 5-Roger. 1545 U.S.S. ENTERPRISE,  
having been released from duty with Task Group 50.2, left the formation and  
proceeded independently. 1547 U.S.S. SARATOGA designated fleet guide, bearing  
310° (T), distant 4,000 yards. 1558 Changed fleet course to 060° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

## 1600 to 2000

Steaming as before. 1611 Commenced zig-zagging, using Plan 9. 1614  
Ceased zig-zagging, resumed base course 060° (T). 1615 Changed fleet course to  
015° (T). 1616 Changed fleet speed to 19 knots. 1623 Commenced zig-zagging,  
using Plan 9. 1624 Changed fleet speed to 20 knots. 1645 Ceased zig-zagging,  
remained on zig-zag course 025° (T). 1649 Changed fleet course to 345° (T).  
1654 Commenced zig-zagging using Plan 9. 1709 Ceased zig-zagging, resumed  
base course 345° (T). 1712 Changed fleet course to 135° (T). 1729 Changed  
fleet course to 330° (T). 1736 Changed fleet speed to 19 knots. 1752 Com-  
menced zig-zagging, using Plan 6. 1807 Changed speed to 20 knots. 1812  
All hands to Air Defense for evening stand-to. Set Material Readiness Zebra.  
1820 Changed fleet speed to 20 knots. 1824 Ceased zig-zagging, remained on  
zig-zag course 345° (T). 1825 Changed course to 040° (T). 1830 Changed fleet

Approved:

Examined:

T. D. RUDDOCK,

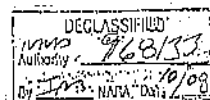
Captain, U.S. Navy, Commanding Officer.

D. CARLSON

Commander, U.S. Navy  
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

\* U. S. GOVERNMENT PRINTING OFFICE : 1943 15-33079-1



PART III  
CONFIDENTIAL

Page 285UNITED STATES SHIP MASSACHUSETTS

Saturday 27 November, 193.  
(Day) (Date) (Month)

Zone description 12

Position	0800	1200	2000
Lat.	0° 49.8' N.	1° 10.1' N.	1° 21.8' N.
Long.	173° 37.8' E.	174° 01.3' E.	174° 04.3' E.

OPERATIONAL REMARKS  
(WAR DIARY)

1600 to 2000 (Continued)  
course to 090° (T). Unidentified aircraft reported bearing 005° (T), distant 18 miles. 1835 Changed fleet course to 180° (T). 1838 Unidentified aircraft previously reported now bearing 340° (T), distant 12 miles. 1840 Changed fleet course to 140° (T). 1846 Unidentified aircraft previously reported now bearing 075° (T), distant 6 miles. 1907 Changed fleet course to 090° (T). 1910 Unidentified aircraft previously reported now opening range. 1914 Commenced zig-zagging, using Plan 6. 1916 Changed fleet speed to 18 knots.

*A. W. MACHEN, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

2000 to 2400

Steaming as before. 2003 Ceased zig-zagging, resumed base course 090° (T). 2005 Secured from Air Defense, set Condition of Readiness II-Able, secured from Material Readiness Zebra, set Material Readiness Zebra (A). 2010 Radar surface contact bearing 114° (T), distant 27 miles, identified as friendly at 2015. 2031 Commenced zig-zagging using Plan 6.

*A. W. MACHEN, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

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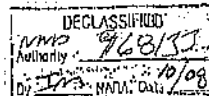
Examined:

*T. D. RUDDOCK*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*Carlson*  
W. CARLSON  
Commander, U.S. Navy,  
Navigator

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PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Sunday

28

November

1943.

Zone description 412

Position	0800	1200	2000
Lat.	0° 53.2' N.	1° 05.3' N.	0° 45.3' N.
Long.	175° 00.9' E.	175° 04.9' E.	175° 30.2' E.

OPERATIONAL REMARKS  
(WAR DIARY)

0000 to 0400

Underway in company with Task Group 50.2 in accordance with Commander Central Pacific Operating Plan GEN 1-43, Serial 00110, dated 25 October 1943. In Cruising Disposition 5-Roger, fleet course 090° (T), fleet axis 340° (T), standard speed 16 knots, fleet speed 18 knots, zig-zagging in accordance with Plan 6, MASSACHUSETTS in station 3-180, fleet guide in U.S.S. SARATOGA bearing 340° (T), distant 4,000 yards. Officer in Tactical Command in U.S.S. SARATOGA. In Condition of Readiness II-Able, Material Readiness Zebra (A), Boiler Readiness 33, Aircraft Readiness 9. All boilers on the line for steaming purposes. Ship darkened. 0006 Ceased zig-zagging, resumed base course 090° (T). 0007 Changed fleet course to 130° (T). 0037 Changed fleet course to 090° (T). 0100 Commenced zig-zagging, using Plan 6. 0120 Established T.B.S. communication with U.S.S. CIMMARON, U.S.S. NEOSHO, and U.S.S. TAPPAHANNOCK. 0120 Ceased zig-zagging, remained on zig-zag course 120° (T). 0132 Changed fleet course to 090° (T). 0149 Resumed zig-zagging, using Plan 6. 0230 U.S.S. INDIANA reported surface contact bearing 136° (T), identified as Task Group 50.3. 0253 Ceased zig-zagging, remained on zig-zag course 050° (T). 0303 Ships right to course 090° (T). 0343 Changed fleet course to 180° (T).

*A. W. MACHEN, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0400 to 0800

Steaming as before. 0410 Changed fleet course to 230° (T). 0428 Changed fleet course to 270° (T). 0433 Commenced zig-zagging, using Plan 6. 0501 All hands to General Quarters for dawn stand-to, set Material Readiness Zebra. 0531 Ceased zig-zagging, remained on zig-zag course 248° (T). 0541 Changed fleet course to 180° (T). 0557 Changed fleet course to 270° (T). 0602 Secured from General Quarters, set Condition of Readiness II-Sugar, secured from Material Readiness Zebra, set Material Readiness Zebra (A). Lighted ship. 0604 Commenced zig-zagging using Plan 9.

*A. W. MACHEN, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0800 to 1200

Steaming as before. 0834 Ceased zig-zagging, remained on zig-zag course 255° (T). 0837 Changed fleet course to 300° (T). 0852 Changed fleet course to 270° (T). 0900 U.S.S. BRADFORD, U.S.S. BROWN, U.S.S. BOYD left the formation and proceeded independently on duty previously assigned. 0904 Changed fleet course to 090° (T). 0907 Changed fleet speed to 15 knots. 0917 Changed fleet course to 130° (T). 0927 Changed fleet axis to 310° (T), fleet guide in U.S.S. SARATOGA bearing 310° (T), distant 4,000 yards. Changed fleet speed to 18 knots. 0935 Changed fleet speed to 15 knots. 0940 Changed fleet course to 090° (T). 0946 Changed fleet course to 130° (T). 0958 Changed fleet course to 040° (T). 1014 Changed fleet course to 010° (T). 1026 Changed fleet course to 150° (T). 1059 Changed fleet course to 010° (T). 1102 Changed fleet speed to 18 knots. 1122 Changed fleet speed to 12 knots. 1124 Effected rendezvous with Task Unit 16.10.3. Made all preparations to receive U.S.S. NEOSHO alongside for

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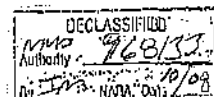
Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, U.S. Navy,  
Navigator

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CONFIDENTIAL

Page 288

UNITED STATES SHIP MASSACHUSETTS

Sunday

28

November, 193

(Day)

(Date)

(Month)

Zone description /12

Position	0800	1200	2000
Lat.	0° 53.2' N.	1° 05.3' N.	0° 45.3' N.
Long.	175° 00.9' E.	175° 04.9' E.	175° 30.2' E.

# OPERATIONAL REMARKS (WAR DIARY)

0800 to 1200 (Continued)

fueling operations. Commenced making various courses and speeds to gain station for fueling. 1124 U.S.S. MONTEREY left the formation and proceeded independently on duty previously assigned.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

1200 to 1600

Steaming as before. 1201 Changed course to fueling course 090° (T), changed speed to fueling speed, 9 knots. 1221 U.S.S. NEOSHO came alongside to starboard for fueling operations. Ships not engaged in exercise commenced zig-zagging independently astern of fueling ships. 1245 Commenced receiving fuel oil from U.S.S. NEOSHO. 1418 Completed fueling operations, having received 7,961 barrels of burnable fuel oil at 60° F. 1435 U.S.S. NEOSHO cleared side. 1437 Commenced making various courses and speeds to gain station astern of fueling ships. 1503 Commenced zig-zagging independently in accordance with signals from Commander Battleship Division Eight in U.S.S. INDIANA, unit guide in U.S.S. INDIANA bearing 000° (T), distant 1,000 yards. 1558 Radar contact on unidentified aircraft bearing 060° (T), distant 32 miles.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

1600 to 2000

Steaming as before. 1620 Task Unit 16.10.3 left the formation and proceeded independently, fueling operations for the day completed. 1620 Formed Cruising Disposition 5-Roger, fleet course 090° (T), fleet axis 270° (T), fleet speed and standard speed 16 knots, fleet guide in U.S.S. SARATOGA bearing 292° (T), distant 2700 yards. 1706 Changed fleet course to 270° (T). 1715 Changed fleet speed to 18 knots. 1727 Changed fleet course to 125° (T). 1745 Changed fleet course to 270° (T). 1752 Changed fleet speed to 20 knots. 1801 Formed Cruising Disposition 5-Victor for defense against air attack. 1802 Changed fleet speed to 22 knots. 1806 All hands to Air Defense for evening stand-to, set Material Readiness Zebra. Darkened ship. 1812 Changed fleet speed to 16 knots. 1818 Changed fleet speed to 18 knots. 1820 Changed fleet course to 180° (T). 1828 Commenced zig-zagging, using Plan 6. 1909 Ceased zig-zagging, resumed base course 180° (T). 1917 Changed fleet course to 270° (T). 1927 Resumed zig-zagging, using Plan 6. 1937 Secured from Air Defense, set Condition of Readiness II. Secured from Material Readiness Zebra, set Material Readiness Zebra (A). 1955 Ceased zig-zagging, resumed base course 270° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

2000 to 2400

Steaming as before. 2017 Resumed zig-zagging, using Plan 6. 2031 Ceased zig-zagging, remained on zig-zag course 255° (T). 2032 Changed fleet course to 035° (T). 2040 Changed fleet course to 000° (T). 2048 Changed fleet course to 045° (T). 2057 Formed Cruising Disposition 5-Roger, fleet

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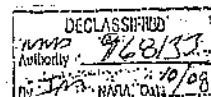
Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, U.S. Navy, Navigator

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PART III  
CONFIDENTIAL

Page 289

UNITED STATES SHIP MASSACHUSETTS

Sunday

28

November, 1943.

(Day)

(Date)

(Month)

Zone description #12

Position	0800	1200	2000
Lat.	0° 53.2' N.	1° 05.3' N.	0° 45.3' N.
Long.	175° 00.9' E.	175° 04.9' E.	175° 30.2' E.

OPERATIONAL REMARKS  
(WAR DIARY)

2000 to 2400 (Continued)  
 course 045° (T), fleet axis 270° (T), fleet guide in U.S.S. SARATOGA bearing 289° (T), distant 3150 yards. 2140 Commenced zig-zagging, using Plan 6. 2203 Ceased zig-zagging, remained on zig-zagging course 025° (T). 2204 Changed fleet course to 000° (T). 2215 U.S.S. PRINCETON and U.S.S. MEAD left the formation in accordance with orders from the Officer in Tactical Command, and proceeded independently as previously directed. 2242 U.S.S. INDIANA designated fleet guide, as U.S.S. SARATOGA changed station in cruising disposition 5-Roger to 0000. 2300 U.S.S. SARATOGA designated fleet guide, bearing 270° (T), distant 2000 yards. 2301 Commenced zig-zagging, using Plan 6. 2355 U.S.S. BROWN reported surface contact bearing 120° (T), distant 20 miles. 2358 Ceased zig-zagging, changed fleet course to 280° (T). 2359 U.S.S. INDIANA reported surface contact bearing 295° (T), distant 18 miles.

*A. W. MACHEN, Jr.*  
 A. W. MACHEN, Jr.,  
 Ensign, U.S.N.R.

Approved:

Examined:

*T. D. RUDDOCK*  
 T. D. RUDDOCK,  
 Captain, U.S. Navy, Commanding Officer.

*D. CARLSON*  
 D. CARLSON, Navigator,  
 Commander, U.S. Navy  
 Navigator

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PART III  
CONFIDENTIAL

Page 290

UNITED STATES SHIP MASSACHUSETTS

Monday

29

November

1943.

(Day)

(Date)

(Month)

Zone description /12

Position	0800	1200	2000
Lat.	1° 28.5' N.	1° 20.7' N.	1° 29.5' N.
Long.	173° 54.7' E.	173° 37.9' E.	174° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

0000 to 0400

Underway in company with Task Group 50.2 in accordance with Commander Central Pacific Force Operating Plan CEN 1-43, Serial 00110, dated 25 October 1943. In Cruising Disposition 5-Roger, fleet course 280° (T), fleet axis 270° (T), standard speed 16 knots, fleet speed 18 knots, MASSACHUSETTS in station 2-180, fleet guide in U.S.S. SARATOGA bearing 270° (T), distant 2,000 yards. Officer in Tactical Command in U.S.S. SARATOGA. All boilers on the line for steaming purposes. Ship in Condition of Readiness II, Material Readiness Zebra (A), Boiler Readiness 33, Aircraft Readiness 9. Ship darkened. 0009 Commenced zig-zagging, using Plan 6. 0010 U.S.S. BROWN and U.S.S. RADFORD returned to formation and took assigned stations in anti-submarine screen, upon completion of separate duty. 0135 U.S.S. NORTH CAROLINA reported surface contact bearing 022° (T), distant 22 miles. 0200 Radar contact on 5 unidentified ships bearing 240° (T), distant 20 miles. 0301 Ceased zig-zagging, resumed base course 280° (T). 0305 Changed fleet course to 320° (T). 0321 Commenced zig-zagging, using Plan 6. 0340 Ceased zig-zagging, changed fleet course to 260° (T). 0352 Changed fleet course to 240° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0400 to 0800

Steaming as before. 0407 Commenced zig-zagging, using Plan 6. 0501 Changed fleet speed to 19 knots. 0510 All hands to General Quarters for dawn stand-to. Set Material Readiness Zebra. 0532 Ceased zig-zagging, remained on zig-zag course 220° (T). 0537 Changed fleet course to 140° (T) as U.S.S. SARATOGA commenced launching aircraft. 0545 Radar surface contact bearing 315° (T), distant 41,000 yards. 0550 Surface contact previously reported identified as Task Group 50.3. 0556 Changed fleet course to 260° (T). 0610 Commenced zig-zagging, using Plan 9. 0615 Secured from General Quarters, set Condition of Readiness II-Able, secured from Material Readiness Zebra, set Material Readiness Zebra (A). Lighted ship. 0701 Ceased zig-zagging, remained on zig-zag course 277° (T). 0705 Changed fleet course to 200° (T). 0711 Commenced zig-zagging, using Plan 9.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0800 to 1200

Steaming as before. 0830 Ceased zig-zagging, remained on zig-zag course 200° (T). 0835 Changed fleet course to 135° (T). 0842 Changed fleet axis to 310° (T), fleet guide in U.S.S. SARATOGA bearing 310° (T), distant 2,000 yards. 0915 Changed fleet course to 300° (T). Commenced zig-zagging, using Plan 9. 1007 U.S.S. COWELL reported possible sound contact, commenced investigation. 1010 U.S.S. COWELL reported contact good, commenced depth charge attack. 1011 Ceased zig-zagging, emergency ships right to course 030° (T). 1020 Changed fleet course to 345° (T). 1025 Changed fleet course to 300° (T). 1032 Resumed zig-zagging, using Plan 9. 1054 Changed fleet speed to 21 knots. 1055 Ceased zig-zagging, remained on zig-zag course 300° (T). 1100 Changed fleet course to 130° (T) as U.S.S. SARATOGA commenced launching and recovery of aircraft. 1110 U.S.S. COWELL returned to formation upon

Approved:

Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, U.S. Navy,  
Navigator

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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PART III  
CONFIDENTIAL

Page 291

UNITED STATES SHIP MASSACHUSETTS

Monday  
(Day)

29  
(Date)

November, 1943.  
(Month)

Zone description #12

Position	0800	1200	2000
Lat.	1° 28.5' N.	1° 20.7' N.	1° 29.5' N.
Long.	173° 54.7' E.	173° 37.9' E.	174° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

completion of depth charge attack. 1116 Changed fleet course to 090° (T). 1129 Changed fleet course to 130° (T). 1148 Changed fleet course to 300° (T). Changed fleet speed to 18 knots.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

1200 to 1600

Steaming as before. 1201 Commenced zig-zagging, using Plan 9. 1228 Ceased zig-zagging, resumed base course 300° (T). 1235 Changed fleet course to 130° (T). Changed fleet speed to 21 knots as U.S.S. SARATOGA commenced launching and recovery of aircraft. 1249 Changed fleet speed to 18 knots. 1252 Changed fleet course to 350° (T). 1300 Commenced zig-zagging, using Plan 9. 1349 Changed fleet speed to 23 knots. 1350 Changed fleet course to 055° (T). Ceased zig-zagging. 1352 Changed fleet course to 040° (T). 1357 Changed fleet course to 130° (T). 1409 Changed fleet speed to 22 knots. 1414 Changed fleet course to 160° (T). Changed fleet speed to 18 knots. 1426 Changed fleet speed to 21 knots. 1427 Changed fleet course to 130° (T). 1442 Changed fleet course to 130° (T). 1450 Changed fleet speed to 18 knots. 1452 U.S.S. BOYD reported unidentified aircraft bearing 175° (T), distant 32 miles. 1458 Changed fleet course to 030° (T). 1508 Commenced zig-zagging, using Plan 9.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

1600 to 2000

Steaming as before. 1605 U.S.S. BROWN left the formation to investigate a possible submarine contact. 1619 Ceased zig-zagging, remained on zig-zag course 020° (T). 1620 U.S.S. BROWN reported contact false. 1625 Changed fleet course to 280° (T). 1627 Commenced zig-zagging, using Plan 9. 1650 Ceased zig-zagging, remained on zig-zag course 320° (T). 1655 Changed fleet course to 090° (T). Changed fleet speed to 22 knots. 1709 Commenced zig-zagging, using Plan 9. 1714 Ceased zig-zagging, remained on zig-zag course 090° (T). 1715 Changed fleet course to 100° (T) as U.S.S. SARATOGA commenced recovery of aircraft. 1735 Changed fleet course to 080° (T). Changed fleet speed to 18 knots. 1740 Commenced zig-zagging, using Plan 9. 1741 Sighted six ships on the horizon bearing between 306° (R) and 321° (R), identified as Task Group 50.4. 1802 Ceased zig-zagging, remained on zig-zag course 095° (T). 1803 Changed fleet course to 100° (T). 1805 Changed fleet speed to 22 knots. 1808 Formed Disposition 5-Victor for defense against air attack, fleet course 110° (T), fleet axis 310° (T), MASSACHUSETTS in station 2.5-180, fleet guide in U.S.S. SARATOGA bearing 310° (T), distant 2500 yards. 1809 All hands to Air Defense for evening stand-to, set Material Readiness Zebra. Darkened ship. 1824 Changed fleet speed to 18 knots. 1828 Changed fleet course to 080° (T). 1832 Commenced zig-zagging, using Plan 6. 1834 Ceased zig-zagging, resumed base course 080° (T). 1848 Changed fleet course to 170° (T). 1856 Resumed zig-zagging, using Plan 6. 1915 Sighted gunfire on horizon bearing 270° (T). 1930 Secured from Air Defense, set Condition of Readiness II, secured from Material Readiness Zebra, set Material Readiness Zebra (A). 1950 Ceased zig-zagging, resumed base course 170° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

Approved:

Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*B. G. S. S. S.*  
B. G. S. S. S.,  
Commander, U.S. Navy  
Navigator

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CONFIDENTIAL

Page 292

UNITED STATES SHIP MASSACHUSETTS

Monday 29 November, 1943.

(Day)

(Date)

(Month)

Zone description /12

Position	0800	1200	2000
Lat.	1° 28.5' N.	1° 20.7' N.	1° 29.5' N.
Long.	173° 54.7' E.	173° 37.9' E.	174° 17.4' E.

OPERATIONAL REMARKS  
(WAR DIARY)

2000 to 2400

Steaming as before. 2000 Changed fleet course to 120° (T). 2010 Commenced zig-zagging, using Plan 6. 2100 Formed Cruising Disposition 5-Roger, fleet course 120° (T), fleet axis 310° (T), MASSACHUSETTS in station 2-180, fleet guide in U.S.S. SARATOGA bearing 310° (T), distant 2,000 yards. 2121 Commenced zig-zagging, using Plan 6. 2250 Ceased zig-zagging, resumed base course 120° (T). 2300 Changed fleet course to 210° (T). 2310 Resumed zig-zagging, using Plan 6.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

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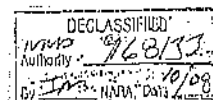
Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, U.S. Navy  
Navigator

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PART III  
CONFIDENTIAL

Page 293

UNITED STATES SHIP MASSACHUSETTS

Tuesday 30 November, 1943.

Zone description 12

Position	0800	1200	2000
Lat.	1° 20.5' N.	0° 46.5' N.	1° 17.2' N.
Long.	174° 41.3' E.	174° 34.4' E.	175° 43.8' E.

OPERATIONAL REMARKS  
(WAR DIARY)

0000 to 0400

Underway in company with Task Group 50.2 in accordance with Commander Central Pacific Force Operating Plan CEN 1-43, Serial 00110, dated 25 October 1943. In Cruising Disposition 5-Roger, fleet course 210° (T), fleet axis 310° (T), standard speed 16 knots, fleet speed 18 knots, MASSACHUSETTS in station 2-180, fleet guide in U.S.S. SARATOGA bearing 310° (T), distant 2,000 yards. Officer in Tactical Command in U.S.S. SARATOGA. All boilers on the line for steaming purposes. Ship in Condition of Readiness II, Material Readiness Zebra (A), Boiler Readiness 33, Aircraft Readiness 9. Ship darkened. Zig-zagging in accordance with Plan 6. 0001 U.S.S. NORTH CAROLINA reported surface contact bearing 175° (T), distant 18 miles. 0013 Ceased zig-zagging, changed fleet course to 100° (T). 0032 Changed fleet course to 190° (T). 0051 Changed fleet course to 210° (T). 0100 Changed fleet course to 300° (T). 0110 Commenced zig-zagging, using Plan 6. 0147 Ceased zig-zagging, changed fleet course to 270° (T). 0201 Resumed zig-zagging, using Plan 6. 0223 Ceased zig-zagging, changed fleet course to 300° (T). 0231 Resumed zig-zagging, using Plan 6. 0245 Radar surface contact now bearing 332° (T), distant 32,000 yards.

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0400 to 0800

Steaming as before. 0512 All hands to General Quarters for dawn stand-to. Set Material Readiness Zebra. 0525 Ceased zig-zagging, resumed base course 310° (T). 0533 Changed fleet course to 000° (T). 0545 Changed fleet course to 090° (T). 0550 Changed fleet speed to 22 knots as U.S.S. SARATOGA commenced to launch aircraft. 0601 Changed fleet speed to 18 knots. 0611 Changed fleet course to 270° (T). 0615 Secured from General Quarters, set Condition of Readiness II-Sugar, secured from Material Readiness Zebra, set Material Readiness Zebra (A). Lighted ship. 0619 Commenced zig-zagging, using Plan 9. 0658 Ceased zig-zagging, remained on zig-zag course 243° (T). 0700 Changed fleet course to 000° (T). 0712 Commenced zig-zagging, using Plan 9. 0722 Ceased zig-zagging, remained on zig-zag course 330° (T). 0726 Changed fleet course to 090° (T). 0737 Commenced zig-zagging, using Plan 9. 0758 Ceased zig-zagging, remained on zig-zag course 063° (T). 0759 Changed fleet course to 110° (T).

*A. W. Machen Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

0800 to 1200

Steaming as before. 0811 Changed fleet course to 090° (T). 0824 Changed fleet course to 110° (T). 0837 Changed fleet course to 150° (T). 0850 Changed fleet course to 130° (T). 0859 Changed fleet course to 120° (T). 0904 Changed fleet course to 130° (T). 0912 Radar contact on aircraft bearing 105° (T), distant 18 miles showing Mark II I.F.F. 0929 Changed fleet course to 150° (T). 0937 U.S.S. BOYD reported possible submarine sound contact. 0938 Emergency ships right to course 220° (T). Ceased zig-zagging, 0942 U.S.S. BOYD reported contact doubtful, but continued search. 0945 Changed fleet course to 180° (T), changed fleet speed to 22 knots. 0947 Changed fleet speed to 20 knots. 0954 Changed fleet course to 110° (T). 1000 Commenced zig-zagging, using Plan 9. 1020 Ceased zig-zagging, remained

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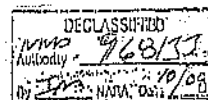
Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON  
Commander, Navy, Navy  
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.

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PART III  
CONFIDENTIAL

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UNITED STATES SHIP MASSACHUSETTS

Tuesday 30 November 1943.

(Day)

(Date)

(Month)

Zone description -12

Position	0800	1200	2000
Lat.	1° 20.5' N.	0° 46.5' N.	1° 17.2' N.
Long.	174° 41.3' E.	174° 34.4' E.	175° 43.8' E.

OPERATIONAL REMARKS  
(WAR DIARY)

0800 to 1200 (Continued)

on zig-zag course 095° (T). 1021 Changed fleet course to 090° (T). 1031 Commenced zig-zagging, using Plan 9. 1033 Changed speed to 18 knots. 1053 Ceased zig-zagging, resumed base course 090° (T). 1057 Changed fleet course to 120° (T). Sighted seven tankers on the horizon, broad on the port bow. 1110 Changed fleet course to 100° (T). 1114 Changed fleet speed to 15 knots. 1117 U.S.S. BROWN reported submarine sound contact bearing 100° (T), distant 1,000 yards. 1118 Emergency ships right to course 180° (T). 1121 U.S.S. BROWN dropped four depth charges and reported having brought up an oil slick. 1123 Changed fleet speed to 20 knots. 1130 Changed fleet course to 140° (T). 1136 Changed fleet course to 090° (T). 1142 Changed fleet course to 070° (T). 1147 Sighted three escort carriers and five destroyers on starboard bow. 1154 Changed fleet course to 105° (T). 1158 Changed fleet speed to 15 knots.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

1200 to 1600

Steaming as before. 1200 Effected rendezvous with Task Units 16.10.3 and 16.10.2. Made all preparations to receive a tanker alongside to starboard for fueling operations. 1203 Commenced making various courses and speeds to gain station for fueling. 1230 Changed course to fueling course 105° (T). 1248 Changed speed to fueling speed, 10 knots. 1249 U.S.S. NESHANIC came alongside to starboard. 1314 Commenced receiving fuel oil from U.S.S. NESHANIC. 1404 Completed fueling operations, having received 3,305 barrels of burnable fuel oil at 60° F. 1415 Cleared side of U.S.S. NESHANIC. Commenced making various courses and speeds to gain station astern of fueling ships. 1436 U.S.S. INDIANA designated unit guide of ships not engaged in fueling. Commenced zig-zagging on various courses in accordance with signals from Commander Battleship Division Eight with base course 105° (T), steaming at 15 knots.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

1600 to 2000

Steaming as before. 1650 Formed Cruising Disposition 5-Roger, fleet course 055° (T), fleet axis 310° (T), fleet guide in U.S.S. INDIANA bearing 340° (T), distant 3400 yards. 1715 Changed fleet speed to 16 knots. 1722 U.S.S. SARATOGA assumed tactical command of the formation. 1734 Commenced zig-zagging, using Plan 6. 1745 U.S.S. SARATOGA designated fleet guide, bearing 310° (T), distant 2,000 yards. Changed fleet speed to 18 knots. 1748 Ceased zig-zagging, resumed base course 055° (T). 1758 Formed Cruising Disposition 5-Victor for defense against air attack, fleet guide in U.S.S. SARATOGA bearing 310° (T), distant 2500 yards. 1805 Resumed zig-zagging, using Plan 6. 1808 All hands to Air Defense for evening stand-to, set Material Readiness Zebra. 1850 Ceased zig-zagging, resumed base course 055° (T). 1900 Changed fleet course to 000° (T). 1910 Resumed zig-zagging, using Plan 6. 1920 Secured from Air Defense, set Condition of Readiness II. Secured from Material Readiness Zebra, set Material Readiness Zebra (A).

Approved:

Examined:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*D. Carlson*  
D. CARLSON,  
Commander, U.S. Navy, Navigator.

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UNITED STATES SHIP MASSACHUSETTS

Tuesday

30

November

1943.

(Day)

(Date)

(Month)

Zone description 412

Position	0800	1200	2000
Lat.	1° 20.5' N.	0° 46.5' N.	1° 17.2' N.
Long.	174° 41.3' E.	174° 34.4' E.	175° 43.8' E.

## OPERATIONAL REMARKS

(WAR DIARY)

1600 to 2000 (Continued)

1950 Ceased zig-zagging, resumed base course 000° (T).

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

2000 to 2400

Steaming as before. 2000 Changed fleet course to 330° (T). 2010 Commenced zig-zagging, using Plan 6. 2044 Ceased zig-zagging, resumed base course 330° (T). 2047 In accordance with orders set forth in Commander Central Pacific despatch 010505 of December 1943, U.S.S. SARATOGA, U.S.S. BAILEY, U.S.S. EDWARDS, and U.S.S. GANESVOORT left the formation and proceeded independently. Designation of ships remaining in formation changed to Task Unit 50.2.5, consisting of Battleship Division Eight plus U.S.S. NORTH CAROLINA and Destroyer Division 92. Officer in Tactical Command in U.S.S. INDIANA. 2108 Formed Cruising Disposition 5-Roger as modified by Officer in Tactical Command, fleet course and axis 270° (T), MASSACHUSETTS in station 1120, fleet guide in U.S.S. INDIANA in station 1000 bearing 240° (T), distant 1750 yards. 2131 Changed fleet course and axis to 210° (T), fleet guide in U.S.S. INDIANA bearing 180° (T), distant 1750 yards. 2145 Commenced zig-zagging, using Plan 6. 2153 Ceased zig-zagging, resumed base course 210° (T). 2201 Changed fleet course and axis to 150° (T), fleet guide in U.S.S. INDIANA bearing 120° (T), distant 1750 yards. 2223 Resumed zig-zagging, using Plan 6. 2338 U.S.S. NORTH CAROLINA reported unidentified surface contact bearing 214° (T), distant 22 miles.

*A. W. Machen, Jr.*  
A. W. MACHEN, Jr.,  
Ensign, U.S.N.R.

Approved:

Examined:

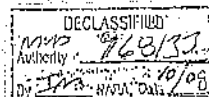
*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy, Commanding Officer.

*B. Carlson*  
B. CARLSON  
Commander, U.S. Navy, Navigator.

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HAWAIIAN ISLANDS



File No.  
BB59/A12-1/A16-3/

F-48  
2

Reg. No.	5018
Alt. No.	0470
DECLASSIFIED	Authority NND-928133
By	ITM
Date	1996

U. S. S. MASSACHUSETTS 60/ahe

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WAR DIARY

1 December 1943.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 47.0' S.	1° 42.3' S.	2° 21.9' S.
Long.	176° 38.8' E.	176° 52.2' E.	175° 33.7' E.

Underway in company with Task Unit 50.2.5, consisting of BatDiv 8 (INDIANA and MASSACHUSETTS) plus U.S.S. NORTH CAROLINA and DesDiv 92 (BOYD, BRADFORD, BROWN, and COWELL), supporting "Galvanic Operation" in accordance with Commander Central Pacific Force Operating Plan CEN 1-43 of October 25, 1943 and Commander Task Force Fifty Operating Plan No. 1-43, Serial 0024, of October 29, 1943. This task unit proceeding south to operate in an area bounded by parallels 2° to 4° south and meridians 173° and 175° east. In cruising disposition 5-Roger, fleet course and axis 150° (T), standard speed 16 knots, steaming at fleet speed 18 knots, zig-zagging using Plan 6. MASSACHUSETTS in station 1120. ComBatDiv 8 in U.S.S. INDIANA, Officer in Tactical Command. Immediate superior in command in area ComTaskForce Fifty. Zone time plus twelve, west longitude date.

At 0957 lost a man overboard, made emergency signals and informed O.T.C. U.S.S. BOYD detailed to recover man. Ships of unit maneuvered by O.T.C. to remain in vicinity until recovery of man by U.S.S. BOYD. 1007 U.S.S. BOYD reported man recovered and returned to station in screen.

At 1027 U.S.S. MASSACHUSETTS launched two aircraft for anti-submarine patrol, relieving U.S.S. INDIANA planes on station.

At 1302 U.S.S. BOYD came under starboard quarter, and returned man overboard by breeches buoy.

At 1413 U.S.S. MASSACHUSETTS planes relieved on station by U.S.S. NORTH CAROLINA planes, returned to the ship, and were recovered by the Charlie method.

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U.S.S. MASSACHUSETTS

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**CONFIDENTIAL**WAR DIARY

At 1600, U.S.S. NORTH CAROLINA plane dropped smoke float, indicating possible submarine sighted. Task unit maneuvered to avoid attack by O.T.C. U.S.S. BROWN investigated area and failed to make sound contact. Pilot of plane reported possible wake, not definite sight contact.

At 1805 sighted land bearing  $190^{\circ}$  (T), distance about 10 miles, visible from tops, identified as Tamana Island in the Kingmill Group.

At 1952 formed cruising disposition 5-Victor for defense against possible night air attack, MASSACHUSETTS in station 1.5110. Set Condition of Readiness II. 2026 Formed cruising disposition 5-Roger, MASSACHUSETTS in station 1120. All times /12 zone time, West Longitude date.

2 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	$2^{\circ} 12.5' \text{ S.}$	$3^{\circ} 03.5' \text{ S.}$	$3^{\circ} 26.5' \text{ S.}$
Long.	$173^{\circ} 59.1' \text{ E.}$	$174^{\circ} 33.3' \text{ E.}$	$173^{\circ} 56.0' \text{ E.}$

Arrived in and commenced patrolling within the assigned area of operations. At 0507 went to general quarters for the dawn alert, securing at sunrise. At 0608 set Condition of Readiness II-Sugar. At 0658 catapulted two planes for anti-submarine patrol. 1031 U.S.S. NORTH CAROLINA planes relieved on station. MASSACHUSETTS planes returned and recovered by Charlie method. At 1150 U.S.S. BROWN reported an unidentified aircraft bearing  $145^{\circ}$  (T), distance 8 miles. This plane friendly on MASSACHUSETTS radar and so reported to O.T.C. At 1821 set Condition of Readiness II. At 2048 secured SC radar for repairs and cut in at 2135, repairs having been completed.

3 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	$2^{\circ} 00.5' \text{ S.}$	$2^{\circ} 01.1' \text{ S.}$	$2^{\circ} 44.2' \text{ S.}$
	$173^{\circ} 28.5' \text{ E.}$	$174^{\circ} 09.3' \text{ E.}$	$174^{\circ} 13.5' \text{ E.}$

Steaming as before in assigned area of operations.

**CONFIDENTIAL**WAR DIARY

0511 went to general quarters for dawn alert, securing at 0611. Set Condition of Readiness II-Sugar. Commenced fueling destroyers, U.S.S. INDIANA fueling first, other BB's zig-zagging independently behind screen. U.S.S. NORTH CAROLINA launched plane anti-submarine patrol. 1000 Catapulted two planes to relieve NORTH CAROLINA planes on station for anti-submarine patrol. 1022 U.S.S. INDIANA completed fueling U.S.S. BOYD and U.S.S. BRADFORD. U.S.S. NORTH CAROLINA commenced fueling operations. 1302 U.S.S. NORTH CAROLINA completed fueling U.S.S. COWELL and U.S.S. BROWN. Formed cruising disposition 5-Roger, fueling operations having been completed. 1337 U.S.S. INDIANA planes relieved on station. MASSACHUSETTS planes recovered by Charlie method. 1818 Set Condition of Readiness II. 1911 U.S.S. BOYD reported sound contact bearing 230° (T). Fleet course 240° (T). Emergency ships right to 000° (T). 1915 U.S.S. BOYD reported underwater sound contact false. 1918 Resumed base course 240° (T).

4 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	3° 06.0' S.	2° 49.9' S.	2° 53.8' S.
Long.	173° 30.7' E.	173° 00.9' E.	173° 44.8' E.

Steaming as before in assigned area of operations. 0507 Went to general quarters for dawn alert, securing at 0608. Set condition of Readiness II-Sugar. 1000 Catapulted two planes for anti-submarine patrol to relieve U.S.S. INDIANA planes on station. 1355 U.S.S. NORTH CAROLINA launched two planes to relieve U.S.S. MASSACHUSETTS planes. Recovered two planes by Charlie method. 1725 U.S.S. NORTH CAROLINA recovered two planes. 1820 Set Condition of Readiness II.

5 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 22.0' S.	0° 42.8' S.	2° 03.8' S.
Long.	172° 57.0' E.	173° 05.8' E.	172° 47.0' E.

Steaming as before, enroute to rendezvous with Task Unit 16.10.4 for fueling operations. At 0517 went to general quarters for dawn alert, securing at 0617 and setting Condition

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U.S.S. MASSACHUSETTS

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WAR DIARY

of Readiness II-Sugar. 0536 Sighted a destroyer, identified as friendly, bearing 105° (T), distance 20,800 yards. 0615 Sighted three ships, believed to be tankers, bearing 082° (T), 31,750 yards. 0727 Catapulted two planes for anti-submarine patrol. 0750 Rendezvous with Task Unit 16.10.4 and completed preparations to receive U.S.S. NEOSHO alongside to starboard for fueling operations. Fueling course 090° (T) and speed 9 knots. At 0820 commenced receiving fuel from U.S.S. NEOSHO, using two 6" hoses. Passed following material to U.S.S. NEOSHO for appropriate disposal:

291 empty 5"/38 caliber powder tanks, Mk 6 Mod. 1, with empty cartridge cases.

20 empty 5"/51 caliber catapult powder tanks, with empty cartridge cases.

8 fifty gallon oil drums, empty.

U.S. mail for dispatch to United States.

At 0943 completed operations, having received 6,908 barrels of burnable fuel. At 1003 cleared side of U.S.S. NEOSHO and formed Cruising Disposition 5-Roger, all ships of this task unit having completed fueling. Set course to return to assigned area of operation 180° (T). 1103 U.S.S. NORTH CAROLINA planes relieved on station, MASSACHUSETTS planes recovered by Charlie method. At 1358 U.S.S. INDIANA planes relieved as anti-submarine patrol and U.S.S. NORTH CAROLINA recovered two aircraft. At 1713 U.S.S. INDIANA recovered two aircraft. At 1824 set Condition of Readiness II. 1922 Radar contact on unidentified aircraft bearing 040° (T), distant 22.5 miles. 1925 Radar contact faded. At 2130 changed course to northward to proceed to rendezvous with Task Group 50.4 in compliance with instructions received from Commander Central Pacific Force.

6 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 42.5' S.	1° 17.7' S.	2° 30.9' S.
Long.	172° 56.1' E.	173° 06.6' E.	173° 19.9' E.

Proceeding to rendezvous with Task Group 50.4 and Task Unit 16.10.4 to southwestward of Apaman. At 0514 went to

**CONFIDENTIAL**WAR DIARY

general quarters for dawn alert. At 0544 U.S.S. NORTH CAROLINA reported surface contact bearing 125° (T), distance 17 miles. 0548 Sighted contact reported, identified as two DE's and 3 AO's; or Task Unit 16.10.4. 0602 Sighted two aircraft carriers on horizon bearing 335° (R), identified as U.S.S. BUNKER HILL and U.S.S. MONTEREY. 0603 Sighted three BB's bearing 100° (R), identified as U.S.S. WASHINGTON, U.S.S. SOUTH DAKOTA, and U.S.S. ALABAMA, and ships comprising Task Group 50.4. Commenced making various courses and speeds while Task Group 50.4 fueled from Task Unit 16.10.4. 0616 Commander Task Unit 50.2.5 reported to Commander Task Group 50.4 for duty.

Formed new Task Group 50.8, Officer in Tactical Command, Rear Admiral W. A. LEE, Jr., in U.S.S. WASHINGTON. Task Unit 50.2.5 and 50.4 dissolved in accordance with Commander Central Pacific Force Operation Order No. 3-43 and dispatch.

Task Group 50.8 consists of the following:

BatDiv 6 (WASHINGTON and NORTH CAROLINA), BatDiv 8 (INDIANA and MASSACHUSETTS), and BatDiv 9 (SOUTH DAKOTA and ALABAMA), U.S.S. BUNKER HILL, U.S.S. MONTEREY, DesRon 46 (IZARD, CHARRETTE, CONNOR, BURNS, BOYD, BROWN, BRADFORD, COWELL), and DesDiv 15 (LANG, STERETT, STACK, WILSON).

At 0616 Set Condition of Readiness II-Sugar. At 1016 U.S.S. WILSON came alongside to receive resistor for radar. At 1103 U.S.S. COWELL came alongside to deliver guard mail, Commander Task Group 50.8 Bombardment Plan No. 1-43, Serial 0039 (secret) of December 6, 1943. 1358 Task Unit 50.4 completed fueling and formed Task Group 50.8 in Cruising Disposition 5-Love, BatDiv 8 in station 3290, MASSACHUSETTS 1,000 yards astern of U.S.S. INDIANA, station unit guide. Set course and speed to carry out Commander Central Pacific Force Plan No. CEN 1-43 and Commander Task Group 50.8 Bombardment Plan No. 1-43 into execution. 1823 Went to air defense stations for dusk alert and secured at 1900, setting Condition of Readiness II.

At 2214 U.S.S. BRADFORD reported possible submarine sound contact. 2221 Emergency ships right 90 degrees to avoid possible attack. 2241 U.S.S. BRADFORD reported contact false and resumed base course 240° (T).

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By JAK-FRODA, Date 1/18

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WAR DIARY  
7 December 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 2° 12.1' S.	2° 14.2' S.	0° 49.4' S.
Long. 170° 18.1' E.	169° 28.7' E.	168° 45.6' E.

Proceeding to the south and west of Ocean Island to approach Nauru Island from the northward for the bombardment of Nauru at H-hour 0700 on D-day December 8, 1943 west longitude date. At 0523 went to general quarters for dawn alert. Carriers launched aircraft for anti-submarine patrol and search. Secured at 0623 and set Condition of Readiness II-Sugar. During general quarters developed a leak in Number Two engine condenser. Requested permission to slow to make repairs which was granted by OTC. Speed of formation slowed to 15 knots to make repairs. Dropped astern of formation, slowed, engaged jacking gear on number four shaft, increased speed to 15 knots, and maintained station as far as possible during subsequent repairs. 0956 U.S.S. COWELL and U.S.S. BROWN ordered to screen MASSACHUSETTS during carrier aircraft operations. At 1004 repairs to condenser completed, disengaged jacking gear and resumed station in formation at fleet speed of 18 knots.

At 1823 went to air defense stations for dusk alert. At 1915 set Condition of Readiness II.

8 December 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 0° 39.5' S.	0° 05.6' S.	2° 12.4' S.
Long. 166° 50.8' E.	167° 30.3' E.	167° 26.7' E.

Steaming as before, conducting approach for bombardment of Nauru Island in order to render Nauru an ineffective base for Japanese air operations. At 0510 U.S.S. BUNKER HILL and U.S.S. MONTEREY in company with DesDiv 15 less U.S.S. LANG and U.S.S. STACK, plus U.S.S. BRADFORD and U.S.S. COWELL, left formation to act independently, but within supporting distance of surface bombardment group, to conduct aerial bombardment of Nauru Island. At 0539 went to general quarters and completed all preparations for bombardment of Nauru Island. At 0609 changed fleet course to 220° (T) and formed battle line, order of ships from van to rear U.S.S. WASHINGTON, U.S.S. NORTH CAROLINA, U.S.S. INDIANA, U.S.S. MASSACHUSETTS, U.S.S. ALABAMA, and U.S.S. SOUTH DAKOTA, standard distance 1500 yards. At 0610 changed speed to 24 knots. At 0615 changed fleet

6

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WAR DIARY

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Date: 10/16/94  
BY: J.A. [illegible]

course to 020° (T). At 0616 sighted Nauru Island bearing 190° (T). At 0618 catapulted two planes, one plane for spotting, the second plane for anti-submarine screen ahead and relief spotting plane. At 0624 changed fleet course to 220° (T). Observed flashes of light on Nauru Island, believed to be enemy anti-aircraft fire opposing strikes made by our carrier based planes. At 0654 changed fleet course to 210° (T). At 0702 U.S.S. WASHINGTON passed through initial point for bombardment (Point Baker bearing 330° (T), distance 20,000 yards from Cantilever Pier on west side of Nauru Island). Executed "Roger", all ships opening on assigned targets with full nine-gun salvo. At 0702 U.S.S. MASSACHUSETTS opened fire with full nine-gun salvo from main battery on barracks area. (For full report of bombardment by U.S.S. MASSACHUSETTS, see Commanding Officer's Secret letter BB59/A16-3, Serial 0016, of 16 December 1943 and enclosures.) At 0704 changed course to 210° (T). At 0706 changed course to 220° (T) to adjust position. At 0710 changed course to 194° (T). At 0714 changed course to 184° (T). At 0717 having closed the range, the secondary battery opened fire on assigned targets in air strip area. At 0729 changed fleet course by column movement to 154° (T). At 0732 ceased firing, all batteries. All ammunition allowed expended, no casualties.

Ammunition Expended:

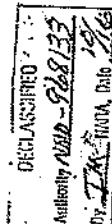
135 projectiles 16"/45 caliber H.C. Mark 31-10  
135 charges 16"/45 caliber SPD 3106  
400 projectiles 5"/38 caliber A.A. common with Mark 28  
MCBD fuse.  
400 charges, 5"/38 caliber: 208 SPDN 3024  
192 SPDN 2868

At 0741 concluded bombardment of Nauru Island, all ships ceased firing. Commenced retirement. At 0745 divisions column right to course 255° (T).

At 0816 formed cruising disposition 5-Love and commenced retirement and rendezvous with Carrier Task Unit. At 0842 recovered two aircraft. At 1035 U.S.S. BOYD left formation to recover aviators forced down two miles west of Nauru Island. At 1135 sighted U.S.S. BUNKER HILL on port bow. At 1212 U.S.S. WASHINGTON reported sighting two "Bettys" bearing 120° (T). At 1215 U.S.S. INDIANA reported two unidentified aircraft

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WAR DIARY



bearing 240° (T), distance 18 miles. At 1217 carrier aerial bombardment group rejoined and took station in cruising disposition 5-Love. 1226 Went to air defense stations until unidentified aircraft situation cleared. 1412 Secured from air defense and set Condition of Readiness II-Able. Task Group 50.8 retiring to southward and to base. At 1615 sighted U.S.S. BOYD returning to formation bearing 035° (R), distance 30,000 yards, having suffered damage as a result of enemy action during attempted rescue of pilots forced down west of Nauru Island. At 1800 U.S.S. WILSON came alongside to transfer appendix case via breeches buoy to U.S.S. MASSACHUSETTS. U.S.S. ALABAMA received wounded from U.S.S. BOYD. At 1825 formed Cruising Disposition 5-Victor in preparation for possible night air attack by enemy. 1848 Went to air defense stations for dusk alert. At 2015 set Condition of Readiness II.

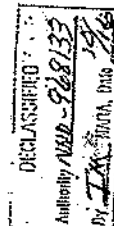
9 and 10 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 24.2' S.	6° 09.9' S.	7° 20.9' S.
Long.	167° 07.6' E.	167° 57.6' E.	168° 03.0' E.

Steaming as before, retiring to the southward and to base. At 0532 went to general quarters for dawn alert. Carriers launched air patrols and searches and maintained them throughout the daylight hours. At 0632 set Condition of Readiness II-Sugar. At 0800 changed the date from 9 December to 10 December, conforming to zone -12 time. Moved all clocks ahead 24 hours. At 1448 completed all preparations for fueling destroyers at sea. At 1517 U.S.S. BRADFORD came alongside to starboard for fueling. At 1523 commenced pumping fuel to U.S.S. BRADFORD. At 1624 completed fueling U.S.S. BRADFORD, having delivered 1,643 barrels of burnable fuel. At 1626 U.S.S. BRADFORD cleared side. Commenced regaining station in Cruising Disposition 5-Victor. At 1855 set Condition of Readiness II.

11 December 1943

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	10° 44.2' S.	11° 47.9' S.	13° 57.3' S.
Long.	168° 08.3' E.	167° 55.3' E.	168° 27.3' E.



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WAR DIARY

Steaming as before, retiring to the southward and to base. At 0516 went to general quarters for dawn alert. Carriers launched anti-submarine and search patrols and maintained them throughout the daylight hours. At 0616 set Condition of Readiness II-Sugar. At 1100 conducted test firing of 5"/38 caliber Mark 32 fuses.

Ammunition Expended:

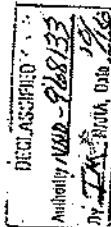
24 projectiles, 5"/38 caliber, with Mark 32 fuse.  
 24 charges, 5"/38 caliber: 23 SPDN 2868  
 1 SPDN 3024

At 1439 U.S.S. BUNKER HILL and assigned screen left formation to act as target for special offset practice to be fired by U.S.S. ALABAMA. All ships of battle line testing radar spotting with fire control radars. At 1459 formed battle line, order from van to rear, BatDivs 6, 9, and 8. At 1626 U.S.S. ALABAMA completed firing, end of test. At 1633 formed cruising disposition 5-Love. At 1906 set Condition of Readiness II. At 2021 U.S.S. BUNKER HILL, U.S.S. MONTEREY, U.S.S. ALABAMA and DesDivs 15 and 92 left formation to proceed to Segund Channel, Espiritu Santos. Upon arrival at base Task Group 50.8 dissolved and report to ComSOPac for duty.

12 December 1943

	<u>0800 Position</u>	<u>At Base</u>
Lat.	17° 19.8' S.	Havannah Harbor, Efate Island, New
Long.	168° 32.5' E.	Hebrides.

Steaming in company with BatDivs 6, 8, and 9 less U.S.S. ALABAMA, and DesDiv 91 enroute base at Havannah Harbor, Efate, New Hebrides, retiring from supporting "Galvanic Operations". At 0504 went to general quarters for dawn alert. At 0600 launched two aircraft for anti-submarine patrol. Planes to be relieved on station and when relieved proceed to base. At 0604 set Condition of Readiness II-Sugar. At 1016 entered channel, MASSACHUSETTS leading battle line, for entry into Havannah Harbor, Efate Island, New Hebrides, making various courses and speeds to conform with channel. At 1113 moored to buoy

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18 in Havannah Harbor. Set the port war watch. Ship assumed readiness for getting underway on 12 hours notice. At 1200 set all clocks back one (1) hour to conform to zone -11 time. Commenced routine upkeep and repair and recreation schedules. Task Group 50.8 dissolved and Task Force 37 formed on anchoring. Admiral W. A. LEE, Jr., U.S. Navy in U.S.S. WASHINGTON, Task Force Commander.

Task Force 37

Task Group 37.1, Rear Admiral W. A. LEE, Jr.

BatDivs 6, 8, and 9  
DesDiv 91

Task Group 37.2, Rear Admiral Sherman

U.S.S. BUNKER HILL and U.S.S. MONTEREY  
DesDiv 92

Task Group 37.1 base at Havannah Harbor and Task Group 37.2 base at Segund Channel. Upon mooring fueled ship to capacity.

13 December 1943

Moored at base in Havannah Harbor, Efate, New Hebrides, in berth 18, 23 fathoms of water with 15 fathoms of starboard anchor chain to buoy, in company with Task Group 37.1, consisting of BatDivs 6, 8 and 9 less ALABAMA and DesDiv 91. Rear Admiral W. A. LEE, Jr., U.S. Navy, Task Force and Task Group Commander in U.S.S. WASHINGTON. All ships on 12 hours readiness for getting underway. Conducting routine upkeep, repairs, and checks and maintenance of material and training exercises and drill of personnel in preparation for battle. U.S.S. NORTH CAROLINA has military and radar guard. At 0800 U.S.S. SOUTH DAKOTA relieved the U.S.S. NORTH CAROLINA of military and radar guard.

Transferred the following ammunition to Naval Base, Havannah Harbor:

280 16"/45 powder tanks, empty, Mark 3.  
430 5"/38 powder tanks, empty, Mark 6 with empty cartridge cases.

**CONFIDENTIAL**WAR DIARY

149 40 MM tanks, empty  
8 boxes 20 MM empty cartridges  
7 tanks, empty, for catapult charges.

14 December 1943

Moored as before. At 0800 U.S.S. INDIANA relieved U.S.S. SOUTH DAKOTA of military and radar guard. At 1640 U.S.S. ALABAMA, escorted by DesDiv 15, stood in and moored. At 2200 commenced provisioning ship from U.S.S. ANTIGUA.

15 December 1943

Moored as before. At 0800 U.S.S. MASSACHUSETTS relieved U.S.S. INDIANA of military and radar guard. Completed provisioning ship from U.S.S. ANTIGUA.

16 December 1943

Moored as before. At 0800 U.S.S. ALABAMA relieved U.S.S. MASSACHUSETTS of military and radar guard. 1115 Commenced receiving ammunition from the U.S.S. RAINIER. 2200 Completed taking ammunition from U.S.S. RAINIER, having received the following:

110 16"/45 caliber projectiles, H.C., Mark 13-1  
143 16"/45 caliber charges, SPD 3633  
643 5"/38 caliber projectiles, Mark 28 BDF  
863 5"/38 caliber charges  
225 5"/38 caliber projectiles, Mark 32 fuse, lot unit  
52 5"/38 caliber projectiles, illuminating, Mark 30-5  
11,200 40 MM cartridges, service  
10,980 20 MM cartridges, incendiary  
50 float lights, Mark 4  
260 aircraft starter cartridges, Type B.

17 December 1943

Moored as before. At 0800 U.S.S. WASHINGTON relieved U.S.S. ALABAMA of military and radar guard. At 0844 commenced

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taking ammunition from U.S.S. ALABAMA. At 1120 completed taking ammunition, having received the following:

110 16"/45 caliber charges, SPD 3942.

1535 Completed taking on board 2,200 gallons of aviation gasoline.

18 December 1943

Moored as before. At 0800 U.S.S. NORTH CAROLINA relieved the U.S.S. WASHINGTON of military and radar guard.

19 December 1943

Moored as before. At 0800 U.S.S. SOUTH DAKOTA relieved U.S.S. NORTH CAROLINA of military and radar guard.

20 December 1943

Moored as before. At 0800 U.S.S. INDIANA relieved U.S.S. SOUTH DAKOTA of military and radar guard.

21 December 1943

Moored as before. At 0800 U.S.S. MASSACHUSETTS relieved the U.S.S. INDIANA of military and radar guard. U.S.S. RAINIER, escorted by U.S.S. CHARRETTE (DD581) got underway and stood out of the harbor. At 1030 U.S.S. PASQUOTANK (AOGL8) stood into the harbor and moored in berth assigned. At 2100 Commander J. A. McNALLY, U.S. Navy, relieved Commander L. E. CRIST, Jr., U.S. Navy, as executive officer of the U.S.S. MASSACHUSETTS.

22 December 1943

Moored as before. At 0800 U.S.S. ALABAMA relieved the U.S.S. MASSACHUSETTS of military and radar guard. Requested and received from ComBatPac forty-eight hour availability to replace SC-1 radar with SC-2 radar and installation of extension on foremast to facilitate installation of SC number 2

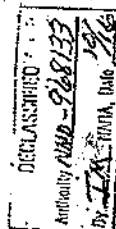
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U.S.S. MASSACHUSETTS

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to give 360° coverage. Commenced necessary work at 0900.  
Installation to be in condition for re-use on 12 hours notice.

23 December 1943

Moored as before. Work on radar installation progressing satisfactorily. At 0800 U.S.S. WASHINGTON relieved U.S.S. ALABAMA of military and radar guard. At 1520 transferred the following ammunition to Naval Base, Havannah Harbor, Efate, New Hebrides Islands:

32 charges 16"/45 caliber SPD 3633  
3 charges 16"/45 caliber SPD 3242

24 December 1943

Moored as before. At 0500 completed installation of SC-2 radar antenna on foremast. Tested and worked satisfactory. Completion reported to ComBatPac. At 0800 U.S.S. NORTH CAROLINA relieved U.S.S. WASHINGTON of military and radar guard.

25 December 1943

Moored as before. At 0800 U.S.S. SOUTH DAKOTA relieved U.S.S. NORTH CAROLINA of military and radar guard. At 1035 U.S.S. WASHINGTON and U.S.S. NORTH CAROLINA, plus WILSON, LANG, IZARD, and BURNS got underway and stood out of the harbor. ComBatDiv 9 in U.S.S. SOUTH DAKOTA now SOPA. Requested 48 hour availability of SOPA to repair casualty to training motor in Turret Two. Approved by SOPA and work commenced. Housing of training motor bulged due to excessive oil pressure, causing excessive discharge. Leakage.

26 December 1943

Moored as before. Work on repairs to Turret Two training motor progressing satisfactorily. At 0800 U.S.S. INDIANA relieved U.S.S. SOUTH DAKOTA of military and radar guard.

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27 December 1943

Moored as before. Work on Turret Two training motor progressing satisfactorily. At 0800 U.S.S. MASSACHUSETTS relieved U.S.S. INDIANA of military and radar guard. At 1600 repairs and tests on Turret Two completed and reported to SOPA.

28 December 1943

Moored as before. At 0800 U.S.S. ALABAMA relieved U.S.S. MASSACHUSETTS of military and radar guard.

29 December 1943

Moored as before. At 0800 U.S.S. SOUTH DAKOTA relieved U.S.S. ALABAMA of military and radar guard. At 1800 commenced provisioning ship from U.S.S. ALDEBARAN.

30 December 1943

Moored as before. At 0800 U.S.S. INDIANA relieved U.S.S. SOUTH DAKOTA of military and radar guard. At 1700 completed provisioning ship from U.S.S. ALDEBARAN.

31 December 1943

Moored as before. At 0800 U.S.S. MASSACHUSETTS relieved U.S.S. INDIANA of military and radar guard.

Submitted:

*D. Carlson*  
D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

Approved:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy,  
Commanding.

(309)

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Date: 19  
By: J.K. Fitch

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By IAN Date 1/16

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By: JAM/MLA Date: 12/16

U.S.S. MASSACHUSETTS 60/ahc

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

WAR DIARY

1 January 1944

F-48

Moored to buoy in berth #18 in Havannah Harbor, Efate Island of the New Hebrides group, with fifteen fathoms of the star-board anchor chain out to the buoy, and a one and one-eighth inch wire preventer secured to the buoy. An anti-torpedo net completely surrounds ship during the night and open on port quarter for boat access to gangway during daylight hours. Ship is in Material Condition of Readiness X-ray from sunrise to sunset and Yoke from sunset to sunrise. For Condition of Readiness the Port War Watch is set in all departments and readiness for getting underway is twelve hours notice as ordered by ComSoPac.

The U.S.S. MASSACHUSETTS is attached to Task Force Thirty-seven (37), Rear Admiral W. A. LEE, Jr., U.S. Navy, Task Force Commander in U.S.S. WASHINGTON. Units attached to Task Force 37 are:

Task Force 37

Task Group 37.1 -- Rear Admiral W. A. LEE, Jr., U.S. Navy

BatDiv 6 (U.S.S. WASHINGTON and U.S.S. NORTH CAROLINA)  
BatDiv 8 (U.S.S. INDIANA and U.S.S. MASSACHUSETTS)  
BatDiv 9 (U.S.S. SOUTH DAKOTA and U.S.S. ALABAMA)  
DesDiv 91

Task Group 37.2 -- Rear Admiral SHERMAN, U.S. Navy.

U.S.S. BUNKER HILL and U.S.S. MONTEREY  
DesDiv 92

Task Group 37.1 based at Havannah Harbor, Efate Island, and Task Group 37.2 based at Segund Channel, Espiritu Santos Island, New Hebrides Island group. Immediate Superior in Command of Task Force is Commander South Pacific Force.

U.S.S. MASSACHUSETTS has military and radar guard duty.

Ship conducting routine upkeep, repair and maintenance of machinery and equipment while at base. Ship conducting drills, schools and detailed instructions while at anchor for training of officers and men in preparation for future operations at sea, following weekly schedule issued by the Task Force Commander.

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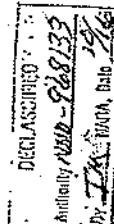
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U.S.S. MASSACHUSETTS

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At 0800 U.S.S. ALABAMA relieved U.S.S. MASSACHUSETTS of Military and Radar guard. At 0955 U.S.S. STACK underway and stood out of harbor.

2 January 1944

Moored as before. At 0800 U.S.S. SOUTH DAKOTA relieved U.S.S. ALABAMA of the Military and Radar Guard. At 1300 U.S.S. THORNTON stood into harbor and went alongside the U.S.S. KANKAKEE. The U.S.S. E. J. HENRY stood in and anchored in assigned berth.

3 January 1944

Moored as before. At 0800 U.S.S. INDIANA relieved U.S.S. SOUTH DAKOTA of Military and Radar guard. At 0910 S.S. HENRY HOYT stood in and anchored in assigned berth.

From 0800 to 0900 2nd Marine Air Wing conducted simulated dive bombing attacks on ships in the harbor, followed by strafing runs. Fast plane from VJ-9 made high altitude tracking runs over ships in the harbor.

4 January 1944

Moored as before. At 0800 U.S.S. MASSACHUSETTS relieved the U.S.S. INDIANA of the Military and Radar guard.

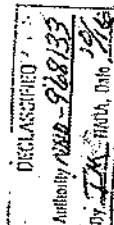
From 0800 to 0900 2nd Marine Air Wing conducted simulated dive bombing attacks on ships in the harbor, followed by strafing runs. Fast plane from VJ-9 made high altitude tracking runs over ships in the harbor.

5 January 1944

Moored as before. At 0800 U.S.S. SOUTH DAKOTA relieved the U.S.S. MASSACHUSETTS of the Military and Radar guard. From 0800 to 0900 2nd Marine Air Wing made simulated dive bombing attacks and strafing attacks on ships in the harbor. Fast plane from VJ-9 made high altitude tracking runs over ships in the harbor. U.S.S. MASSACHUSETTS assigned 20 MM range for the day. At 1130 U.S.S. STACK and U.S.S. STERRETT got underway and stood out of harbor. At 1240 U.S.S. ALABAMA got underway and stood out of the harbor.

6 January 1944

Moored as before. At 0800 U.S.S. INDIANA relieved the U.S.S. SOUTH DAKOTA of the Military and Radar guard.

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7 January 1944

Moored as before. At 0610 U.S.S. WILLIAM WARD BURROWS came alongside to port for transfer of ammunition. At 0607 U.S.S. WASHINGTON stood into harbor and moored in Berth #9. At 0630 U.S.S. NORTH CAROLINA stood into the harbor and moored in Berth #4. At 0700 U.S.S. LANG, U.S.S. BURNS, and U.S.S. IZARD stood into harbor and moored in assigned berths.

At 0800 U.S.S. MASSACHUSETTS relieved the U.S.S. INDIANA of the Military and Radar Guard. At 1200 ComBatPac in U.S.S. WASHINGTON relieved ComBatDiv 9 of duties as SOPA. At 1250 U.S.S. WILLIAM WARD BURROWS cleared port side, having delivered the following ammunition:

- 249 16"/45 caliber projectiles, Mk. 13 Mod. 1 (HC)
- 502 16"/45 caliber tanks, reduced velocity (1900 fs IV) charges:
  - 265 tanks SPDN 4815
  - 165 tanks SPD 5402
  - 72 tanks SPD 3942

8 January 1944

Moored as before. At 0610 U.S.S. ALDEBARAN stood in and anchored in berth assigned. At 0800 U.S.S. NORTH CAROLINA relieved the U.S.S. MASSACHUSETTS of the Military and Radar guard. At 0840 S.S. WILLIAM WARREN and S.S. NORMAN KEIFER stood in and anchored in berths assigned. U.S.S. MASSACHUSETTS assigned 20 MM range for the day.

At 1214 U.S.S. CONNOR stood in and moored.

9 January 1944

Moored as before. At 0450 U.S.S. ANTARES got underway and stood out of harbor. At 0611 S.S. NORMAN KEIFER got underway and stood out of the harbor. At 0650 S.S. JAMES LICK stood in and anchored in assigned berth.

At 0800 U.S.S. WASHINGTON relieved the U.S.S. NORTH CAROLINA of Military and Radar guard. At 0915 U.S.S. WILLIAM WARD BURROWS came alongside to port for transfer of ammunition. At 1037 U.S.S. WILLIAM WARD BURROWS cleared port side, having delivered the following ammunition details:

- 63 16"/45 caliber projectiles, Mk. 13 Mod. 1 (HC).

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10 January 1944

Moored as before. At 0800 U.S.S. SOUTH DAKOTA relieved the U.S.S. WASHINGTON of the Military and Radar guard.

At 1316 U.S.S. BRAINE and U.S.S. FULLAM stood in and moored in assigned berth.

11 January 1944

Moored as before. At 0635 U.S.S. LANG and U.S.S. IZARD got underway and stood out of harbor. At 0800 U.S.S. INDIANA relieved U.S.S. SOUTH DAKOTA of Military and Radar guard. At 1630 U.S.S. LANG and U.S.S. IZARD stood into harbor and moored in assigned berth.

12 January 1944

Moored as before. At 0500 U.S.S. WILLIAM WARD BURROWS got underway and stood out of the harbor.

At 0800 U.S.S. MASSACHUSETTS relieved U.S.S. INDIANA of the Military and Radar Guard.

13 January 1944

Moored as before. At 0800 U.S.S. NORTH CAROLINA relieved the U.S.S. MASSACHUSETTS of the Military and Radar guard. From 0800 to 0900 2nd Marine Air Wing conducted simulated dive bombing and strafing runs on ships in the harbor. Fast plane from VJ-9 made high altitude tracking runs over ships in the harbor.

At 1000 ammunition lighter came alongside port quarter and delivered the following ammunition details:

7 16"/45 caliber projectiles (AP) Mk. 8 Mod. 2

7 16"/45 caliber charges SPD 3633.

At 1009 U.S.S. BURNS got underway and stood out of harbor. At 1129 U.S.S. LANG got underway and stood out of harbor.

At 1550 U.S.S. BURNS stood in and moored in assigned berth. At 1622 U.S.S. MONTPELIER stood in and moored in assigned berth. At 1627 U.S.S. COLUMBIA stood in and moored in assigned berth. At 1630 U.S.S. STANLEY, U.S.S. CONVERSE, U.S.S. SPENCE and U.S.S. LANG stood in and moored in berths assigned.

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U.S.S. MASSACHUSETTS

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14 January 1944

Moored as before. At 0510 U.S.S. BURNS, U.S.S. LANG, and U.S.S. IZARD got underway and stood out of harbor. At 0545 completed all preparations for getting underway. Underway in accordance with U.S.S. MASSACHUSETTS Operation Order 1-44 dated 12 January 1944, for training exercises in area to westward of Efate Island. Officer Conducting the Exercise in U.S.S. MASSACHUSETTS. Ships in company: U.S.S. IZARD, U.S.S. BURNS, and U.S.S. LANG. At 0639 destroyers formed anti-submarine screen, U.S.S. IZARD in station 1, U.S.S. BURNS in station 3, and U.S.S. LANG in station 2. Cleared swept channel and commenced making various courses and speeds over measured mile located on Leleppa Island for calibration of the pitometer log and engine revolutions.

At 0750 completed calibration runs. Set course 270° (T) and commenced events 2 and 4, consisting of 5"/38 caliber, 40 MM and 20 MM firing at towed sleeve. During firing conducted test of SC-2 radar (own aircraft as targets) at various ranges. At 1055 completed events 2 and 4, having expended the following ammunition:

- 104 projectiles 5"/38 caliber Mk. 31-10 AA Common.
- 49 charges 5"/38 caliber SPDN 2868.
- 55 charges 5"/38 caliber SPDN 3024.
- 2596 rounds 40 MM service.
- 1862 rounds 20 MM service.

At 1115 commenced making various courses and speeds for 25 knot calibration run over measured mile. At 1156 completed calibration run, set course 270° (T) for approach for event 6. Commenced making various courses and speeds for event 6, main and secondary battery surface firing at radar target. At 1255 completed event 6, having expended the following ammunition:

- 7 projectiles 16"/45 caliber (AP), Mk. 8-4.
- 7 projectiles 16"/45 caliber, BL&T, Mk. 9-1.
- 7 charges, 16"/45 caliber, SPD 3633.
- 7 charges 16"/45 caliber, SPD 3907.
- 156 projectiles, 5"/38 caliber, AA Common Mk. 31-10.
- 58 charges, 5"/38 caliber, SPDN 2868.
- 58 charges, 5"/38 caliber, SPDN 3024.

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U.S.S. MASSACHUSETTS

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Set course 330° (T) for event 8, drone firing in accordance with PacFleet Conf. Memo. 6CM-43. 1428 Commenced event #8. At 1440 drone crashed out of control, event 8 completed. following ammunition expended:

98 projectiles 5"/38 caliber, AA Common Mk. 31-10.  
63 charges 5"/38 caliber, SPDN 3024.  
35 charges 5"/38 caliber, SPDN 4115.  
72 rounds 40 MM service, Mk. 1.

Set course 280° (T) for rendezvous for night air attack by planes from Espiritu Santos. At 1834 arrived in area for event 11, night air attack. Darkened ship and went to air defense stations. At 1928 secured from air defense stations and set condition of readiness II-Able, modified -- all control stations manned. At 2150 assumed attacking aircraft grounded, due to weather. Secured all stations manned for exercise and set Condition of Readiness II-Able. Set course 180° (T), speed 18 knots, zig-zagging in accordance with Plan 8, returning to operating area west of Efate Island.

15 January 1944

Steaming as before, in company with U.S.S. IZARD, U.S.S. BURNS, AND U.S.S. LANG, destroyers in anti-submarine screen, on course 180° (T), at standard speed 18 knots, in accordance with U.S.S. MASSACHUSETTS Operation Order 1-44 of 12 January 1944. Ship in Condition of Readiness II-Able and Material Readiness Yoke, and darkened. At 0100 Changed course to 090° (T). At 0200 U.S.S. BURNS left formation to proceed to station for event 9, C.T.F. 37 Radar Exercise Able.

At 0425 went to General Quarters for dawn alert. At 0450 made surface radar contact bearing 005° (T), distance 31,000 yards, identified as U.S.S. BURNS. At 0458 commenced event #9. At 0528 secured from general quarters and set Condition of Readiness II-Sugar. At 0542 event 9 completed. Set course 060° (T), conducting approach for running measured mile.

At 0826 catapulted plane for event 12, machine gun firing on towed sleeve and tracking exercise. 1013 Directed plane to proceed to base, due to reduced visibility. Set course 120° (T) for entrance to Havannah Harbor, Efate Island, making various courses and speeds to conform with channel. At 1142 moored to buoy #18, Havannah Harbor, Efate Island of the New Hebrides group, in 23 fathoms of water, with the starboard

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U.S.S. MASSACHUSETTS

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anchor chain and one and one-eighth inch wire preventer. Ships present: BatDivs 6, 8, and 9 less U.S.S. ALABAMA, U.S.S. BURNS, U.S.S. FULLAM, U.S.S. IZARD, U.S.S. CONNER, U.S.S. BRAINE, U.S.S. CHARRETTE, U.S.S. LANG, U.S.S. MEDUSA, U.S.S. KANKAKEE, U.S.S. ACREE, and S.S. JAMES LICK; and various base craft. ComBatPac in U.S.S. WASHINGTON SOPA. U.S.S. SOUTH DAKOTA has military and radar guard. Commenced routine upkeep, repair, and maintenance of material. Commenced scheduled training of personnel in preparation for operations at sea. Commenced recreation schedules.

At 1455 Y.O. 8 came alongside to starboard and commenced receiving fuel. At 1635 ceased fueling, having fueled to capacity. Received 3,840 barrels of burnable fuel. 1645 Y.O. #8 cleared starboard side.

16 January 1944

Moored as before. 0630 U.S.S. MASSACHUSETTS relieved the U.S.S. SOUTH DAKOTA of Military and Radar guard. 0756 Commenced fueling from Y.O. #8 and completed at 0831, having received 1,039 barrels of fuel oil. At 0933 U.S.S. SOUTH DAKOTA and U.S.S. INDIANA underway for exercises at sea with U.S.S. BURNS, U.S.S. CHARRETTE, and U.S.S. CONNERS as escorts. 1510 U.S.S. SOUTH DAKOTA, U.S.S. INDIANA, and destroyer escorts stood in and moored.

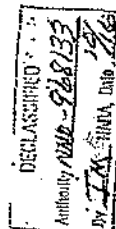
17 January 1944

Moored as before. 0635 U.S.S. SOUTH DAKOTA, U.S.S. INDIANA, U.S.S. BURNS, U.S.S. CHARRETTE, and U.S.S. CONNER underway for exercises at sea. 0800 U.S.S. NORTH CAROLINA relieved the U.S.S. MASSACHUSETTS of Military and Radar guard. 1620 U.S.S. SOUTH DAKOTA and U.S.S. INDIANA with destroyer escorts stood into harbor and moored.

18 January 1944

	0800 Position	1200 Position	2000 Position
Lat.	Havannah Harbor,	17° 18.5' S.	16° 28.6' S.
Long.	Efate Island	167° 46.9' E.	166° 34.3' E.

Moored as before. 0800 Underway in compliance with ComSoPac despatch orders of January 1944, proceeding to base at Funafuti Atoll, Ellice Island group, in company with Task

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Group 37.1. Ships in company: BatDivs 6, 8, and 9 less U.S.S. ALABAMA; DesDiv 92 (IZARD, CHARRETTE, BURNS, CONNER), plus LANG and WILSON. 0935 Upon clearing swept channel, north entrance, formed cruising disposition 5-Love-Sugar on fleet course and axis 310° (T), guide in U.S.S. WASHINGTON bearing 330° (T), distance 2450 yards. Standard speed 16 knots, steaming at 12 knots. Commander Task Force 37, Rear Admiral W. A. LEE, Jr., in U.S.S. WASHINGTON, O.T.C. At 1259 changed zone time to zone -12 Mike. 1544 Changed speed to 14 knots and commenced zig-zagging using Plan 2-Zebra. 1759 Changed fleet course and axis to 300° (T). 2100 Changed fleet course and axis to 270° (T). 2140 Surface contact by radar bearing 356° (T), 55,000 yards, reported to O.T.C. U.S.S. CONNER sent out to investigate contact by O.T.C. U.S.S. CONNER made contact and identified the contact to be friendly. 2235 Made radar contact on surface object identified to be friendly by O.T.C. on bearing 247° (T). 2250 Changed course and axis to 310° (T).

19 January 1944

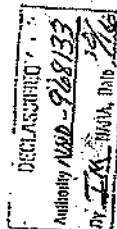
	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	14° 14.6' S.	13° 38.1' S.	12° 47.9' S.
Long.	165° 13.8' E.	165° 29.5' E.	166° 17.9' E.

Underway as before, ship in Condition of Readiness II and Material Readiness Yoke and darkened. 0200 Changed fleet course and axis to 320° (T). 0230 Changed fleet course and axis to 010° (T). 0242 Commenced zig-zagging. Observed moonrise. 1015 Exercised crew at General Quarters stations and set Material Readiness Zebra. 1041 Secured from General Quarters, set Condition of Readiness II-Sugar. Secured from Material Condition Zebra, set Material Condition Yoke. 1104 Changed course and axis to 140° (T) by William method. 1209 Changed course right to 290° (T). U.S.S. WASHINGTON launched one aircraft for radar exercise. 1214 Changed course to 140° (T). Changed speed to 17 knots. 1400 Changed course to 225° (T). 1413 Changed course to 315° (T). U.S.S. WASHINGTON recovered one aircraft. 1434 Changed course to 010° (T) by the William method. 1457 Changed fleet speed to 18 knots. 1519 All battleships moved out to circle three on present bearing from guide. 1525 Changed course to 050° (T). 1459 Sighted Task Group 37.2 on the horizon, consisting of the U.S.S. BUNKER HILL, U.S.S. MONTEREY, U.S.S. BRADFORD, U.S.S. COWELL, U.S.S. BROWN, and U.S.S. BELL. Closed and formed cruising disposition 5-Roger on course and axis 010° (T) at fleet speed 18 knots. U.S.S. WASHINGTON fleet guide, bearing 030° (T), distance 5600 yards. 1723 Sighted Torres Island bearing 070° (T), distance

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35 miles. 1807 Made radar contact on friendly surface target bearing 298° (T), 36,000 yards. Ceased zig-zagging and resumed base course. 1814 Set course 040° (T) and commenced zig-zagging, using Plan 11-Zebra. 1922 Commenced making various courses and speeds for recovery of aircraft by carriers. 1930 Darkened ship. Set Condition of Readiness II. 1931 Carriers completed recovery of aircraft. Set course 040° (T) and resumed zig-zagging. 2000 Ceased zig-zagging and resumed base course. Changed course right to 050° (T). 2003 Changed speed to 23 knots and resumed zig-zagging. 2100 Ceased zig-zagging, Increased speed to 25 knots. 2155 Radar contact on Vanikoro Island, bearing 015° (T), distance 55 miles.

20 January 1944 (-12)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	10° 02.7' S.	9° 53.0' S.	9° 42.1' S.
Long.	170° 00.8' E.	171° 16.4' E.	175° 41.7' E.

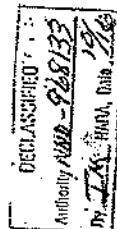
Steaming as before in company with Task Force 37, enroute Funafuti, Ellice Islands, via Point Nightstick, as ordered by despatch from ComSoPac to avoid friendly shipping. Rear Admiral W. A. LEE, Jr., in U.S.S. WASHINGTON, Task Force Commander and O.T.C. 0534 Went to General Quarters for dawn alert, set Material Condition Zebra. Carriers launched anti-submarine patrol. Exercised all battle stations while at General Quarters. 0634 Sunrise. Secured from General Quarters and set Condition of Readiness II-Sugar and Material Readiness Yoke. 0905 Changed speed to 20 knots. 1017 Carriers launched and recovered anti-submarine patrols. 1429 Carriers launched and recovered anti-submarine patrols. 1448 Commenced exercise, machine gun fire at towed sleeve and ceased at 1530. Expended:

51 rounds 40 MM ammunition.

1843 Carriers recovered aircraft. 1855 Sunset. Darkened ship and set Condition of Readiness II. 2015 Set Material Condition Zebra modified. 2100 Changed speed to 25 knots.

20 January 1944 (/12)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	9° 01.6' S.	Anchored, Funafuti,	
Long.	178° 45.1' E.	Ellice Islands.	

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Steaming as before, enroute Funafuti, Ellice Islands group, in company with Task Force 37. 0000 Changed time from ZD -12 to ZD /12. 0503 Went to General Quarters for dawn alert. Set Material Condition Zebra. Carriers launched anti-submarine patrol. Exercised crew at general quarters stations. 0603 Sunrise. Secured from General Quarters and set Condition of Readiness II-Sugar and Material Readiness Yoke. 0907 Carriers recovered aircraft. U.S.S. MASSACHUSETTS launched one aircraft for anti-submarine patrol. 0940 Sighted Funafuti Atoll bearing 320° (T), distance 20 miles. 1010 Carriers and escorts detached for entry into port. Battleships and screen formed cruising disposition 5-Love-Sugar, guide in U.S.S. WASHINGTON. At 1200 BatDivs 8 and 9 less U.S.S. ALABAMA detached for entry into port. Formed column, order of ships from van to rear, U.S.S. SOUTH DAKOTA, U.S.S. INDIANA, and U.S.S. MASSACHUSETTS. 1310 Launched one aircraft for search and aid in entry into port. 1455 Anchored in berth B-2 in Fongafale Anchorage, Funafuti Atoll, Ellice Islands group. Set Port War Watch in accordance with SOPA Instructions. Set Material Condition Yoke. Ship in readiness for getting underway on twelve hours notice. Commenced routine upkeep, repair, and maintenance of equipment and training of personnel in readiness for operations at sea. 1530 U.S.S. WASHINGTON and U.S.S. NORTH CAROLINA stood in and anchored in berths assigned. U.S.S. SOUTH DAKOTA radar guard ship. Ships present: various units of the U.S. Pacific Fleet. Upon anchoring Task Force 37 dissolved and Task Group 58.5 formed, Rear Admiral W. A. LEE, Jr., U.S. Navy, commanding with the following organization:

Task Unit 58.5.1, Rear Admiral LEE, Jr.

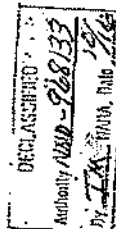
BatDiv 6 (WASHINGTON, NORTH CAROLINA)  
BatDiv 8 (INDIANA, MASSACHUSETTS)  
BatDiv 9 (SOUTH DAKOTA, ALABAMA)  
BatDiv 7 (IOWA, NEW JERSEY)

Task Unit 58.5.5, Rear Admiral SHERMAN

U.S.S. BUNKER HILL  
U.S.S. MONTEREY

Task Unit 58.5.2, Rear Admiral SMALL

U.S.S. CHESTER  
U.S.S. PENSACOLA  
U.S.S. SALT LAKE CITY

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Task Unit 58.5.4, Captain BOTTOM

DesRon 46 (DesDiv 91: IZARD, CHARRETTE, CONNER,  
BELL, BURNS; DesDiv 92: BRADFORD,  
BROWN, and COWELL).

DesDiv 15 (LONG, STERRETT, STACK, and LANG)

DesDiv 95 less STEINKEL (ERBEN, WALKER, HALE, and ABBOTT)  
TISDALE (DE)

Task Unit 58.5.6, Captain TONEY

U.S.S. LACKAWANNA

Immediate Superior in Command, Commander Task Force 58, Rear  
Admiral J. W. REEVES, Jr., U.S. Navy, in U.S.S. ENTERPRISE.  
All units Task Group 58.5 present less BatDiv 7 and U.S.S.  
ALABAMA, U.S.S. STERRETT, and U.S.S. STACK.

21 January 1944

Anchored as before. 0800 U.S.S. MASSACHUSETTS relieved  
the U.S.S. SOUTH DAKOTA of Military and Radar guard. 0810  
Commenced receipt and transfer of ammunition details. 0830  
U.S.S. STACK and U.S.S. STERRETT stood in and anchored. 0850  
U.S.S. ALABAMA stood in and anchored in berth assigned. 1503  
Commenced fueling ship. 1710 Completed fueling ship, having  
received 8,607 barrels of burnable fuel from the S.S. PENNSYLVANIA  
SUN. 2215 Completed taking ammunition from U.S.S. RAINIER, having  
received the following:

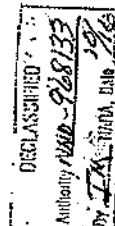
1,000 projectiles, 5"/38 caliber AA Mk. 35 Mod. 7 with  
Mk. 32 fuse, lot "Unit".  
400 projectiles, 5"/38 caliber AA, Mk. 30 Mod. 1.  
277 projectiles, 5"/38 caliber, AA, Mk. 28 base fuse.  
336 charges, 5"/38 caliber, SPDN 4937.

22 January 1944

Anchored as before. 0050 Completed transfer of ammuni-  
tion to U.S.S. RAINIER, having transferred:

1,000 projectiles, 5"/38 caliber Mk. 30-5, with Mk. 32 fuse.

0800 U.S.S. INDIANA Relieved U.S.S. MASSACHUSETTS of military  
and radar guard. 0930 Received the following ammunition from

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the U.S.S. RAINIER:

38 projectiles, 5"/38 caliber Mk. 38 with base fuse.

1000 U.S.S. IOWA stood in and anchored in berth assigned. 1030 U.S.S. NEW JERSEY stood in and anchored in berth assigned. U.S.S. LACKAWANNA stood in and anchored in berth assigned. All units of Task Group now present. 1250 Completed receiving ammunition from U.S.S. RAINIER, having received:

92 projectiles, 5"/38 caliber AA, Mk. 35-5 with Mk. 32 fuse.

9 projectiles, 5"/38 caliber SS, Mk. 30-7.

9,376 cartridges, 40 MM service.

1315 Plane #01480, pilot Lieut. (jg) D. W. CASSEL, A-V(N), U.S.N.R., damaged main float in taking off. Instructed to land in water in lee of Taleuka Island. Despatched crash boat, fully equipped to stand by landing. Plane was beached on landing Taleuka Island after normal landing, and secured. All electronic equipment removed and plane turned over to Commander Naval Base, Funafuti, for further salvage. 1850 Received on board Plane #01511 from U.S.S. IOWA as replacement for damaged plane.

23 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	At anchor,	8° 46.5' S.	8° 26.1' S.
Long.	Funafuti.	178° 50.4' E.	176° 58.1' E.

Anchored as before. 0754 Underway from anchorage at Funafuti Atoll, Ellice Island Group, in company with Task Group 58.5, conforming to Commander Task Group 58.5 Operation Order 1-44 dated 22 January 1944, in compliance with Commander Central Pacific Force Operation Plan CEN 1-44 and Commander Task Force 58 Operation Order 1-44. Ships in company as listed in Task Group organization entered in remarks for 20 January 1944. Officer in Tactical Command Rear Admiral LEE, Jr., U.S. Navy, in U.S.S. WASHINGTON. 0829 Cleared entrance channel through reef, secured from airdefense stations, and set Condition of Readiness II-Sugar. Ship in Material Readiness Zebra. 1015 Set Material Condition Yoke. Formed cruising disposition 3-Love, fleet guide in U.S.S. LACKAWANNA at fleet center, BatDiv EIGHT in station 4030 in

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column, order of ships U.S.S. INDIANA, U.S.S. MASSACHUSETTS, at standard distance 1,500 yards. Unit guide U.S.S. INDIANA. Fleet course 285° (T) and fleet axis 300° (T). Set standard speed 15 knots, fleet steaming at 20 knots. 1212 Changed standard speed and fleet speed to 16 knots. Commenced zig-zagging in accordance with Plan 14. 1228 Set Condition of Readiness #3, engineering readiness #33, and aircraft readiness #8. 1525 Carriers left station to launch and recover aircraft, using Baker method. 1537 Carrier flight operations completed and resumed stations in formation. 1838 Sunset, darkened ship. Set Condition of Readiness II. Radars guarding assigned sector in full sweeps. 1950 Ceased zig-zagging. 2000 Changed fleet course to 300° (T) and resumed zig-zagging at 2010.

24 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	6° 51.5' S.	6° 22.9' S.	5° 25.7' S.
Long.	174° 24.0' E.	173° 34.4' E.	171° 56.0' E.

Steaming as before, enroute to rendezvous with Commander Task Force 58. 0520 Went to General Quarters for dawn alert, set Material Condition of Readiness Zebra. Exercised crew at battle stations for training. 0620 Sunrise. Secured from General Quarters and set Condition of Readiness II-Sugar and Material Readiness Yoke. Assumed aircraft rescue duty. 0620 U.S.S. CHESTER left formation as a result of an engineering casualty, escorted by U.S.S. ABBOT. ComCruDiv FIVE, Rear Admiral SMALL, shifted his flag to U.S.S. SALT LAKE CITY. U.S.S. CHESTER proceeded to Funafuti for repairs. Carriers maintained anti-submarine patrols from sunrise to sunset. Radar guard assignments: BatDiv 7 000° to 220° (T); BatDiv 9 000° to 140° (T); BatDiv 8 140° to 220° (T). 1655 Surface radar contact bearing 105° (T), 25,000 yards, identified as friendly. 1750 Ceased zig-zagging and resumed base course. 1850 Sunset. Set Condition of Readiness II. Secured from aircraft rescue duty. Placed planes in readiness #8. 1810 Resumed zig-zagging in accordance with Plan #14. 1950 Ceased zig-zagging. 2000 Changed fleet course and axis to 320° (T). 2010 Resumed zig-zagging with Plan #14. 2350 Ceased zig-zagging and resumed base course.

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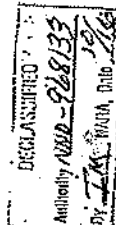
25 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	3° 10.6' S.	2° 30.1' S.	1° 17.7' S.
Long.	171° 54.2' E.	171° 52.2' E.	171° 45.1' E.

Steaming as before, enroute to rendezvous with Commander Task Force 58. 0000 Changed course right to 025° (T) and resumed zig-zagging at 0010. 0510 U.S.S. INDIANA reported radar contact at 020° (T), distance 22 miles. 0536 Went to General Quarters for dawn alert. Set Material Condition Zebra. Carriers launched anti-submarine search patrols. 0638 Secured from General Quarters and set Condition of Readiness II-Sugar and Material Readiness Yoke. At 0638 the Officer in Tactical Command directed units to proceed in accordance with previous instructions to effect rendezvous with Task Force 58. Task Group 58.5 dissolved to form Task Force 58, divided into four Carrier Task Groups 58.1, 58.2, 58.3 and 58.4. CruDiv 5 to form Task Unit 58.15 and operate under the tactical command of Commander Task Force 58 in the U.S.S. YORKTOWN.

U.S.S. WASHINGTON formed column astern U.S.S. MASSACHUSETTS, ships in column from van to rear, U.S.S. INDIANA, U.S.S. MASSACHUSETTS, and U.S.S. WASHINGTON. U.S.S. SALT LAKE CITY and U.S.S. PENSACOLA formed on port and starboard bow of U.S.S. INDIANA with four DD's ahead as anti-submarine screen. Making various courses and speeds to effect rendezvous with Commander Task Group 58.1. 0735 Radar contact, surface, bearing 050° (T), distance 43,000 yards and identified as friendly. 0823 Completed rendezvous with Task Group 58.1 and formed special fueling disposition 5-Fox, carriers zig-zagging independently 2,000 yards astern of fueling units, battleships zig-zagging independently 1,000 yards astern of fueling units. Carriers and destroyers fueling from the U.S.S. CIMARRON and U.S.S. ASTUBULA throughout the daylight hours. Carriers in the zig-zag line maintaining air anti-submarine patrols.

Carriers launched towing planes with radar sleeve targets for target practice, ships in succession dropping astern of disposition for training runs. 1037 Made various courses and speeds to get into position astern of disposition for machine gun and AA battery training runs. 1243 Commenced firing with anti-aircraft batteries and completed firing at 1321, expending the following ammunition for training:

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154 cartridges, 40 MM AA Mk. 1, service.  
29 projectiles, 5"/38 caliber AA Common, Mk. 31-10  
18 charges, 5"/38 caliber SPDN 2868.  
3 charges, 5"/38 caliber SPDN 3024.  
8 charges, 5"/38 caliber SPDN 4115.

Upon completion of firing, resumed station in battleship zig-zag line in disposition 5-Fox.

1911 Formed Task Group 58.1 in cruising disposition 5-Roger on base course and axis 000° (T) at standard speed 16 knots and steaming at standard speed. U.S.S. MASSACHUSETTS station unit in station 3180. U.S.S. CIMARRON and U.S.S. ASTUBULA directed to proceed as previously instructed as all ships of Task Group completed fueling.

Task Group organization as follows:

Carrier Unit (Task Unit 58.1.5), Rear Admiral J. W. REEVES, Jr.  
U.S.S. ENTERPRISE (F), Air Group Ten  
U.S.S. YORKTOWN (FF), Air Group Five  
U.S.S. BELLEAU WOOD, Air Group Twenty-Four.

Support Unit (Task Unit 58.1.3), Rear Admiral W. A. LEE, Jr.  
U.S.S. WASHINGTON (F)  
U.S.S. INDIANA  
U.S.S. MASSACHUSETTS

Screening Unit (Task Unit 58.1.4), Captain K. W. PHILLIPS.  
U.S.S. OAKLAND  
U.S.S. C. K. BRONSON  
U.S.S. COTTEN  
U.S.S. DORTCH  
U.S.S. GATLING  
U.S.S. HEALEY  
U.S.S. COGSWELL  
U.S.S. CAPERTON  
U.S.S. INGERSOL  
U.S.S. KNAPP

Officer in Tactical Command is Rear Admiral J. W. REEVES, Jr., U.S. Navy, in U.S.S. ENTERPRISE and Rear Admiral M. A. MITSCHER, U.S. Navy, in U.S.S. YORKTOWN Immediate Superior in Command.

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2000 Changed course to 090° (T). 2014 Commenced zig-zagging in accordance with Plan #6. 2101 Ceased zig-zag. 2119 Changed course to 180° (T). 2132 Resumed zig-zag using Plan #6.

26 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	3° 50.3' S.	3° 18.6' S.	2° 38.1' S.
Long.	172° 06.8' E.	171° 52.7' E.	172° 07.3' E.

Steaming as before in company with Task Group 58.1 enroute to area of operations for FLINGLOCK. 0535 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers launched planes and maintained an anti-submarine patrol throughout the day. 0617 One aircraft placed in readiness 11, for aircraft rescue duty. 0637 Secured from General Quarters, and set Condition of Readiness II-Sugar and set Material Readiness Yoke. 0705 Made radar contact with Task Group 50.1.5, distance 20 miles. 0829 Ceased zig-zag and resumed base course. 0832 Changed course to 270° (T). 0852 Changed course to 000° (T). 0927 Commenced zig-zag using Plan #7. 0956 Commenced making various courses and speeds to conduct machine gun practice at towed sleeve. 1028 Commenced machine gun practice. 1105 Completed machine gun practice, expending the following ammunition for training:

1033 cartridges, 40 MM, Mk. 1, service.  
1832 cartridges, 20 MM.  
1220 cartridges, 20 MM A.E. 612 H.E.T.

1414 Ceased zig-zag. 1452 U.S.S. KNAPP reported sound contact to port of disposition. Set Emergency Material Condition Zebra. O.T.C. maneuvered formation clear of area by emergency turns. U.S.S. GATLING left formation to assist in attack on submarine. U.S.S. KNAPP reported contact to be 50% possibility. 1501 Set course 090° (T). 1516 Commenced zig-zag using Plan #7. 1529 U.S.S. COGSWELL came alongside starboard quarter and transferred officer messenger mail. 1540 Set Material Readiness Yoke. 1630 Ceased zig-zag and resumed base course. 1639 U.S.S. KNAPP and U.S.S. GATLING rejoined disposition. 1708 Changed course

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to 206° (T). 1734 Commenced zig-zag using Plan #4. 1843 Ceased zig-zag. 1845 Changed fleet course and axis to 344° (T). 1852 Sunset. Set Condition of Readiness II. Secured from Plane Rescue Duty. 1854 Commenced zig-zagging using Plan #7.

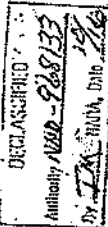
27 January 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
0° 05.9' N. 171° 11.4' E.	0° 47.0' N. 170° 03.7' E.	2° 03.4' N. 169° 01.3' E.

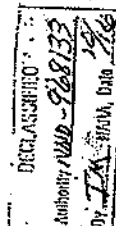
Steaming as before in company with Task Group 58.1 enroute to area of operations for FLINTLOCK. 0234 U.S.S. BRONSON reported sound contact bearing 035° (T), distance 1,500 yards. U.S.S. GATLING left station in screen to assist. 0237 Emergency ships left to course 274° (T). Increased speed to 21 knots. 0248 U.S.S. BRONSON reported contact false, too fast for submerged submarine. 0252 Changed course to 004° (T). 0304 U.S.S. BRONSON and U.S.S. GATLING ordered to resume stations in disposition. 0308 Changed course to 344° (T). 0313 Commenced zig-zag using Plan #7. 0544 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers launched an anti-submarine patrol and maintained them throughout the daylight hours. 0653 Sunrise. Secured from General Quarters and set Condition of Readiness II-Sugar and set Material Readiness Yoke. 0749 Ceased zigzag. 0800 Changed fleet course and axis to 310° (T). From 1300 to 1512 carrier-based planes made simulated torpedo attacks on disposition. 1357 Formed cruising disposition 5-Victor, U.S.S. MASSACHUSETTS in station 3.5170. Made various courses and speeds in conformance with signals from O.T.C. to avoid three simulated torpedo attacks. Upon completion of exercise set course 330° (T), speed 18 knots. 1645 Changed course to 307° (T). 1653 Commenced zig-zagging using Plan #7. 1857 Sunset. Darkened ship. Set Condition of Readiness II. 1920 Commenced test of smoke generators. 1930 Completed test of smoke generators, test satisfactory.

28 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	3° 51.8' N.	4° 08.8' N.	6° 02.8' N.
Long.	166° 51.2' E.	167° 23.7' E.	167° 58.5' E.

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Steaming as before in company with Task Group 58.1 enroute to "Point Buick" and theatre of operations for FLINT-LOCK. 0508 Radar contact on bogey bearing 120° (T), distance 8 miles. 0515 Radar contact on bogey bearing 343° (T), distance 9 miles. 0534 Went to Air Defense stations. All bogies went into fade. 0619 Changed course to 025° (T) and U.S.S. ENTERPRISE launched night fighters. 0708 Sunrise. All radar screens clear. Secured from air defense stations and set Condition of Readiness II-Able and Material Readiness Yoke. Set fueling course 045° (T) at fueling speed 10 knots, fueling destroyers in disposition 5-Roger. 0723 U.S.S. KNAPP came alongside port side to fuel. 0736 U.S.S. HEALEY came alongside starboard side to fuel. 0740 Commenced pumping to U.S.S. KNAPP using two hoses. 0745 Commenced pumping to U.S.S. HEALEY using two hoses. 0830 Stopped pumping on forward hose to U.S.S. KNAPP. 0850 Stopped pumping on after hose to U.S.S. HEALEY. 0854 Ceased pumping on after hose to U.S.S. KNAPP. 0859 U.S.S. KNAPP cleared port side, having received 44,169 gallons of burnable fuel at 60° F. 0859 Submarine reported by aircraft to have been sighted 2 miles ahead of disposition. 0903 Ceased pumping on forward hose to U.S.S. HEALEY. 0905 Executed emergency ships right 90°. Commenced swinging slowly right with U.S.S. HEALEY alongside. 0907 U.S.S. HEALEY cleared starboard side, having received 49,311 gallons of burnable fuel at 60° F. Increased rudder and steady on course 135° (T). 0928 Changed speed to 23 knots to clear area of submarine sighting. U.S.S. ENTERPRISE designated guide. Planes in the air would not acknowledge reporting contact or amplify the report. 0933 Changed speed to 18 knots. 0938 Ships left to course 050° (T). 0945 U.S.S. COGSWELL ordered to rejoin disposition after two hour search for submarine. 1013 Changed speed to 10 knots to resume fueling of destroyers. 1021 U.S.S. COGSWELL ordered to rejoin. No contacts made. 1027 U.S.S. HALE came alongside to port to fuel. 1043 Commenced pumping fuel to U.S.S. HALE. 1127 Completed pumping fuel to U.S.S. HALE, having delivered 50,350 gallons of burnable fuel at 60° F. 1123 U.S.S. HALE cleared port side. 1155 U.S.S. ERBEN came alongside to port to fuel. 1243 Completed fueling U.S.S. ERBEN, having delivered 40,000 gallons of burnable fuel at 60° F. 1254 U.S.S. ERBEN cleared port side. Fueling of all destroyers completed by the battleships. 1314 Changed fleet course and axis to 000° (T). Changed speed to 20 knots. 1329 Commenced zig-zagging, using Plan #6. 1746 U.S.S. ABBOTT reported sound contact on port quarter of disposition. Delivered depth charge attack to keep submarine down until disposition cleared the area. 1840 Changed fleet course and axis to 050° (T).

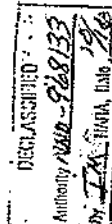
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Proceeding from Point Buick to Point Pontiac. 1851 Changed fleet course and axis to 060° (T). Set standard speed at 20 knots, steaming at 20 knots. 1859 Sunset. Darkened ship. Went to air defense stations for dusk stand-to. Set Material Readiness Zebra. 1949 Secured from air defense stations and set Condition of Readiness II. Set Material Readiness Yoke. 2050 U.S.S. GATLING reported sound contact bearing 350° (T), 1200 yards. 2053 Emergency ships left to 020° (T). Increased speed to 25 knots. Set emergency Zebra below second deck. 2110 Sound contact doubtful. U.S.S. GATLING ordered to rejoin disposition. 2115 Ships right to 060° (T). Changed speed to 20 knots. 2120 Set Material Readiness Yoke. 2134 Commenced zig-zag using Plan #7. 2150 U.S.S. INDIANA reported bogey bearing 298° (T), distance 50 miles, identified by O.T.C. as friendly search patrol plane. 2256 U.S.S. YORKTOWN reported bogey bearing 100° (T), distance 85 miles, identified as friendly search plane by O.T.C. 2345 U.S.S. GATLING on station in screen.

29 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	7° 52.0' N.	8° 20.1' N.	7° 52.9' N.
Long.	170° 28.5' E.	170° 37.2' E.	170° 15.0' E.

Steaming as before in company with Task Group 58.1 enroute to vicinity Point Pontiac to make dawn air strike on Taroa Island Air Base in Marshall Island group in accordance with ComCenPac Operation Plan Cen. 1-44. 0500 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers launched aircraft for dawn strike, combat air patrol, and air anti-submarine patrol. 0658 Secured from General Quarters, and set Condition of Readiness I-Easy. Made various courses and speeds throughout the day to conform to the movements of the carriers in launching and recovering five strikes against Taroa Air Base, launching and recovery of Combat Air Patrols and anti-submarine patrols. Mission of this ship as a support unit was the protection of the carriers against air and surface raiders. 1031 Secured from Condition of Readiness I-Easy and set Condition of Readiness II-Able. Set Material Readiness Zebra below the second deck. Commander Task Unit 50.15 directed to proceed on duty assigned, bombardment of Taroa and Wotje air bases following air strikes. 1350 Tested machine guns in aircraft, expending 250 rounds of .30 caliber ammunition. 1751 U.S.S. BELLEAU WOOD reported bombers bearing

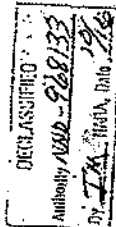
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330° (T). This flight of planes was tracked by Combat and reported friendly, and identified by airdefense visually as Mitchell bombers (B-25's). 1751 Sounded air defense stations. Completed setting Material Readiness Zebra. About 1756 destroyers opened fire on friendly Mitchell bombers and about 3 to 4 Hellcat fighters made several passes at the formation. Officer in Tactical Command ordered "Cease firing -- friendly planes" but before complied with, one plane was hit and observed to crash at 1756. U.S.S. GATLING was ordered to pick up any survivors. 1757 Secured from air defense and set Condition of Readiness II-Able and Material Readiness Yoke. 1818 U.S.S. GATLING recovered five survivors from the crashed Mitchell bomber, one man reported lost. At 1826 the carriers commenced recovery of all aircraft. 1845 Sunset. Darkened ship. Went to air defense stations for dusk alert. Set Material Condition Zebra. 1906 Completed recovery of aircraft. Set course 230° (T) for area of operations for D -1 day operations for FLINTLOCK Operations. 1946 Secured from air defense stations and set Condition of Readiness II. Set Material Readiness Yoke. 2351 Changed course to 255° (T).

30 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 00.3' N.	8° 48.1' N.	8° 28.5' N.
Long.	167° 37.4' E.	167° 59.2' E.	168° 23.9' E.

Steaming as before in company with Task Group 58.1 enroute to area to make dawn air strike on Kwajalein Island of the Kwajalein Atoll followed by surface bombardment by the bombardment group in accordance with ComTaskFor 52 secret serial 0027 of 4 January 1944. 0608 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers launched air strike, combat patrol, and anti-submarine patrol aircraft. 0708 Secured from General Quarters and set Condition of Readiness II-Able and Material Readiness Yoke. 0750 Officer in Tactical Command directed Bombardment group to proceed on duty assigned. Bombardment Unit 58.1.3 plus U.S.S. INGERSOLL, U.S.S. CAPERTON, U.S.S. COGSWELL, and U.S.S. KNAPP as anti-submarine screen left formation and formed column with destroyers in special anti-submarine screen #1 and set course for initial point for bombardment in accordance with Commander

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Task Unit 58.1.3 Bombardment Plan secret serial 004 of January 22, 1944, and Commanding Officer's Bombardment Plan no. 1-44 of 28 January 1944. Bombardment conducted in two phases. Baker hour for Phase I -- 1015; X-ray hour for Phase II -- 1200. Air strike delivered by carrier based aircraft between Phases I and II. 1015 Commenced bombardment of Kwajalein Island and completed bombardment at 1457. For detailed report see Commanding Officer's secret action report, BB59/A16-3/A9, serial 004, of 10 February 1944. The following ammunition was expended against Kwajalein Island and other assigned target areas:

362 projectiles, 16"/45 caliber H.C., Mk. 13-1.  
 362 charges, 16"/45 caliber:  
     6 SPD 3633 (2300 fs)  
     142 SPD 3942 (1900 fs)  
     132 SPDW 4815 (1900 fs)  
     82 SPD 5402 (1900 fs)  
 1,902 projectiles, 5"/38 caliber AA Common Mk. 28 with B.D.F.  
 1,904 charges, 5"/38 caliber:  
     1,002 SPDN 2868  
     459 SPDN 3024  
     246 SPDN 4115  
     197 SPDN 4937  
 32 cartridges, 40 MM AA Mk. 1 Service  
 4 bombs, 325 lbs., Mk. 117-2.

1717 Rendezvoused with Commander Task Group 58.1 and formed cruising disposition 5-Roger on fleet course and axis 060° (T), U.S.S. ENTERPRISE guide at center. U.S.S. MASSACHUSETTS in station 3180 at standard speed 19 knots, steaming at standard speed. Task Group remaining in area to deliver air strike at dawn on Kwajalein and to provide air support to assault forces on D-day. 1850 Went to air defense stations for dusk alert. Set Material Readiness Zebra. 1953 Secured from air defense stations and set Condition of Readiness II-Able and Material Readiness Yoke. 2230 Set Condition of Readiness II.

31 January 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 30.8' N.	8° 32.0' N.	7° 45.9' N.
Long.	166° 50.5' E.	167° 13.5' E.	167° 19.8' E.

Steaming as before in company with Task Group 58.1, remaining in area southwest of Kwajalein Island during the

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night. Carriers to deliver an air bombardment at dawn in support of assault forces landing at dawn on adjacent islands to westward of Kwajalein Island in the Kwajalein Atoll. Carriers to supply air support to landing. This ship part of support unit for carriers. 0546 Carriers launched aircraft for dawn strike, combat air patrol, and anti-submarine patrol air patrols. 0612 Went to General Quarters for dawn stand alert. Set Material Readiness Zebra. 0712 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able and Material Readiness Yoke. During the daylight hours conformed to movements ordered by Officer in Tactical Command to carry out extensive launching and recovery of aircraft in support of landing operations. 1855 Sunset. Went to air defense stations for dusk alert. Darkened ship. Set Material Condition Zebra. 1951 Secured from air defense stations and set Material Condition Yoke. Made preparations for night fueling of destroyers on course 090° (T) at fueling speed of 9 knots. 2137 U.S.S. GATLING came alongside to starboard for fueling operations. 2208 Commenced pumping fuel to the U.S.S. GATLING. 2329 Completed fueling the U.S.S. GATLING. 2337 U.S.S. GATLING cleared starboard side, having received 86,487 gallons of burnable fuel oil at 60° F. Prepared to receive second destroyer alongside for fueling.

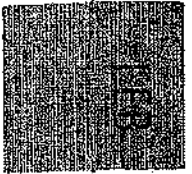
Submitted:

*D. Carlson*  
D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

Approved:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy,  
Commanding.

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By IAK NND, Date 1/16



File No.  
BB59/A12-1/A16-3/

F-48

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WAR DIARY

1 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 11.7' N.	8° 22.0' N.	8° 34.1' N.
Long.	166° 59.2' E.	166° 43.3' E.	167° 03.8' E.

Steaming in company with Task Group 58.1, organized as follows:

Carrier Task Group One

Carrier Unit (Task Unit 58.1.5), Rear Admiral J. W. REEVES, Jr., U.S. Navy.

U.S.S. ENTERPRISE (F), Air Group Ten  
U.S.S. YORKTOWN (FF), Air Group Five  
U.S.S. BELLEAU WOOD, Air Group Twenty-four.

Support Unit (Task Unit 58.1.3), Rear Admiral W. A. LEE, Jr., U.S. Navy.

U.S.S. WASHINGTON (F)  
U.S.S. INDIANA  
U.S.S. MASSACHUSETTS

Screening Unit (58.1.4), Captain K. W. PHILLIPS, U.S. Navy.

U.S.S. OAKLAND  
U.S.S. C. K. BRONSON  
U.S.S. COTTEN  
U.S.S. DORTCH  
U.S.S. GATLING  
U.S.S. HEALEY  
U.S.S. COGSWELL  
U.S.S. CAPERTON  
U.S.S. INGERSOLL  
U.S.S. KNAPP

Officer in Tactical Command: Rear Admiral J. W. REEVES, Jr., U.S. Navy, in U.S.S. ENTERPRISE, and Rear Admiral M. A. MITSCHER, U.S. Navy, in U.S.S. YORKTOWN, immediate superior in command and Commander Task Force 58. This task group operating in accordance with Commander Task Group 58.1 Operation Order 1-44 and Commander Task Force 58 Operation Order 1-44, in support of Commander Central Pacific Force Operation Plan CEN 1-44, known as FLINTLOCK.

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By IAC Date 1/16

Task Group 58.1 steaming in the area southwest of Kwajalein Island, Kwajalein Atoll, of the Marshall Island group, in support of assault forces who have landed on islands to westward of Kwajalein Island in preparation for landing on Kwajalein Island this day, to sieze and occupy the air field there and establish a forward base for further operations against the Empire of Japan.

This group has been fueling destroyers during the moonlight, since securing from the dusk alert period, on fueling course 090° (T) at fueling speed of 9 knots.

The task group is formed in cruising disposition 5-Roger with the axis 060° (T), the guide in U.S.S. WASHINGTON in station 3060. U.S.S. MASSACHUSETTS in station 3180. Ship is in Condition of Readiness II and Material Condition Yoke. Radar Silence III in effect.

0005 U.S.S. KNAPP coming alongside to starboard for fueling operations. 0050 Commenced pumping fuel to U.S.S. KNAPP through the forward hose. 0056 Commenced pumping in the after hose. 0214 Completed fueling U.S.S. KNAPP. Cleared all fuel hoses and lines. U.S.S. KNAPP cleared side, having received 78,532 gallons of fuel at 60° F. All fueling operations completed. Guide shifted to U.S.S. ENTERPRISE at fleet center. Changed speed to standard speed, 19 knots.

0418 U.S.S. INDIANA commenced leaving formation to carry out fueling operations not completed during moonlight, accompanied by U.S.S. HEALEY, U.S.S. COTTEN, and U.S.S. CAPERTON, needing fuel. 0429 Observed a light bearing 100° (T) which was in the vicinity of the collision between the U.S.S. INDIANA and U.S.S. WASHINGTON. 0432 U.S.S. WASHINGTON reported she was in difficulty. 0435 U.S.S. WASHINGTON reported man overboard, increase to two at 0515. 0455 U.S.S. INDIANA reported damage to starboard quarter but seaworthy. Damage extensive. U.S.S. WASHINGTON and U.S.S. INDIANA left formation proceeding with escorts for Makin. 0612 Went to General Quarters for dawn alert. Set Material Condition Zebra. Carriers commenced air operations in support of landing by assault forces on Kwajalein Island. Carriers maintained combat air and anti-submarine patrol throughout the day. 0712 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able and Material Readiness Yoke. 1248 U.S.S. MASSACHUSETTS assigned station 3000 in cruising disposition 5-Roger. 1610 Observed own aircraft strafing and bombing at 059° (T), hull down over the horizon. 1739 Changed station in formation to 3180. 1852 Went to air defense stations for dusk alert. Set

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Material Condition Zebra. Darkened ship. 1957 Secured from air defense stations and set Condition of Readiness II and Material Condition Yoke.

2 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 42.7' N.	8° 34.3' N.	8° 47.9' N.
Long.	166° 25.0' E.	166° 59.0' E.	166° 47.5' E.

Steaming as before in company with Task Group 58.1 less U.S.S. INDIANA, U.S.S. WASHINGTON, U.S.S. COTTEN, U.S.S. CAPERTON, and U.S.S. HEALEY in support of southern assault forces landing on Kwajalein Island. Operating in area to southwest of the island. 0317 Emergency ship's left 90 degrees to avoid submarine contact reported by U.S.S. BRONSON and attack with depth charges by that destroyer. 0322 Ships right 90 degrees. 0322 U.S.S. BRONSON ordered to rejoin disposition. 0614 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers launched aircraft for support operations, combat air patrol, and anti-submarine patrol, and maintained them throughout the daylight hours. 0714 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able. Set Material Readiness Yoke. 1007 Life raft sighted bearing 310° (T), distance 10 miles. U.S.S. KNAPP ordered to investigate and picked up three Japanese and made them prisoners of war. 1036 Made surface contact by radar bearing 344° (T), distance 40,000 yards, believed to be U.S.S. NORTH CAROLINA and escorts ordered to join Task Group 58.1 from Task Group 58.2. Identified as U.S.S. NORTH CAROLINA, U.S.S. STACK, and U.S.S. STERRETT at 1105. 1250 U.S.S. NORTH CAROLINA and escorts joined formation and cruising disposition 5-Roger modified in that stations assigned battleships changed to following: U.S.S. MASSACHUSETTS 3060 and U.S.S. NORTH CAROLINA 3300. Captain T. D. RUDDOCK, U.S. Navy, in U.S.S. MASSACHUSETTS assumed command of Task Unit 58.1.3. 1858 Went to air defense stations for dusk alert. Set Material Condition Zebra. Darkened ship. 2004 Secured from air defense stations and set Condition of Readiness II. Set Material Readiness Yoke.

3 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 27.2' N.	8° 39.4' N.	8° 27.4' N.
Long.	166° 55.3' E.	166° 58.9' E.	168° 06.7' E.

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Steaming as before in company with Task Group 58.1 (revised) in support of southern assault forces landing and occupying Kwajalein Atoll, operating to the southwest of that atoll. 0612 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers commenced launching aircraft for support of landing forces, combat air patrol, and anti-submarine patrol and maintained them throughout the daylight hours. 0712 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able and Material Readiness Yoke. 1531 U.S.S. INGERSOLL reported sound contact on submarine and delivered depth charge attack at 1558 after trainilg submarine through disposition, passing under the U.S.S. ENTERPRISE. Set Material Condition Zebra below second deck during anti-submarine operations by U.S.S. INGERSOLL, and set Yoke at 1630. 1501 U.S.S. OAKLAND reported submarine contact bearing 190° (T), distance 1,000 yards. 1804 Emergency ships left 90 degrees to clear area and changed speed to 22 knots. Set Material Condition Zebra below the second deck. 1806 Changed speed to 24 knots. 1817 Ships right to 130° (T) and changed speed to standard speed, 19 knots, being clear of submarine contact area. 1859 Went to Air Defense stations for dusk alert. Set Material Condition Zebra. 1956 Secured from Air Defense stations and set Condition of Readiness II and Material Readiness Yoke. Commander Assault Forces released Commander Task Group 58.1 as air support no longer required. Commenced retirement to Majuro Island, Marshall Island group, in accordance with despatch orders received from Commander Central Pacific Force.

4 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	7° 14.4' N.		At anchor.
Long.	170° 56.6' E.		

Steaming as before in company with Task Group 58.1, enroute to Majuro Island, Marshall Islands. 0555 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers launched combat air and anti-submarine patrols and maintained the patrols until relieved by battleship aircraft. 0653 Secured from General Quarters and set Condition of Readiness II-Sugar and Material Readiness Yoke. Sighted Majuro Island dead ahead, distance twelve miles. Sighted Task Group 58.2 and 58.3 and two groups of tankers

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entering Majuro Island Lagoon. 1225 Catapulted both planes to relieve carrier planes of anti-submarine patrol. Officer in Tactical Command directed all units to enter port as previously directed. Order of entry: cruiser, carriers, battleships, and destroyers. 1523 Went to Air Defense stations for entry into port. 1542 Passed entrance buoys abeam, to port and starboard. 1702 Anchored in Berth A-24, Majuro Atoll, Marshall Islands. Set the Port War Watch and ship placed in readiness for getting underway on 6 hours notice. 1812 U.S.S. NEOSHO came alongside to starboard and commenced fueling operations. 2145 Completed receiving fuel, having received 970,246 gallons of burnable fuel at 60° F. 2055 Set Condition of Readiness II-Able.

5 February 1944

Anchored as before. 0305 Unidentified aircraft reported bearing 280° (T), distance 28 miles and identified as friendly at 0335. 1426 Exchanged aircraft with U.S.S. WASHINGTON, transferring aircraft OS2U-1, Bu. no. 01481 and receiving OS2U-3, Bu. no. 5286. 1512 Commander Battleship Division EIGHT, Rear Admiral Glenn B. DAVIS, U.S. Navy, came on board with his staff and hoisted his flag in the U.S.S. MASSACHUSETTS. Ship conducting routine upkeep and repair and maintenance of machinery and equipment and training of personnel insofar as security measures permit.

6 February 1944

Anchored as before. U.S.S. YORKTOWN has the Radar Guard. ComBatPac in U.S.S. WASHINGTON SOPA. 1215 SOPA in U.S.S. WASHINGTON ordered "Condition Red". Went to Air Defense stations. Commenced all preparations for getting underway. Set Material Readiness Zebra. 1315 SOPA ordered "Condition Green". Aircraft reported as enemy identified as friendly. Set Condition of Readiness II-Able and ship placed in readiness to get underway on one hours notice. Secured from Material Readiness Zebra and set Material Readiness Yoke. 1407 Received ammunition lighter alongside starboard quarter and commenced transfer of ammunition. ComBatPac (SOPA) shifted his flag from the U.S.S. WASHINGTON to U.S.S. NORTH CAROLINA. 2145 Reported unidentified aircraft bearing 184° (T), distance 20 miles. 2150 Unidentified aircraft faded from screen. 2203 Completed transfer and receipt of ammunition. Received the following:

1,211 projectiles, 5"/38 caliber AA Common, Mk. 32 fuze, lot "Victor".

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## Transferred:

- 1,211 projectiles, 5"/38 caliber AA Common, Mk. 32 fuzes, lot "Queen".
- 724 tanks, 16"/35 caliber Mk. 3.
- 1,933 tanks, 5"/38 caliber Mk. 6-19, Mk. 9.
- 75 tanks 40 MM. with cartridge cases.
- 6 boxes 20 MM empty cartridges.

7 February 1944

Anchored as before. U.S.S. YORKTOWN has the radar guard. ComBatPac in U.S.S. NORTH CAROLINA SOPA. 1245 U.S.S. CIMARRON came alongside to starboard and commenced receiving fuel at 1310. At 1448 completed fueling, having received 180,806 gallons of fuel at 60° F. 1512 U.S.S. CIMARRON cleared starboard side. 1545 U.S.S. RAINIER came alongside to starboard and commenced transfer of ammunition. 1727 Completed transfer of ammunition, having received the following:

- 31 projectiles, 16"/45 caliber H.C., Mk. 13 Mod. 1.
- 9 charges, 16"/45 caliber (1900 fs), SPD 3942.
- 6 charges, 16"/45 caliber (2300 fs), SPD 3633.
- 18,000 cartridges, 20 MM, incendiary.

1738 U.S.S. RAINIER cleared starboard side.

8 February 1944

Anchored as before. SOFA administration duties and Command, Rear Admiral JONES, U.S. Navy, in U.S.S. WASHINGTON. ComBatPac in U.S.S. NORTH CAROLINA SCOA. U.S.S. SOUTH DAKOTA has the radar guard. 1200 U.S.S. IOWA relieved U.S.S. SOUTH DAKOTA as radar guardship.

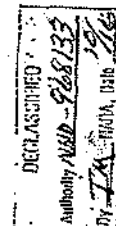
9 February 1944

Anchored as before. 1200 U.S.S. MASSACHUSETTS relieved U.S.S. IOWA as the radar guardship. 2102 U.S.S. NORTH CAROLINA reported two unidentified aircraft bearing 030° (T), distance 50 miles, and 120° (T), distance 52 miles, respectively. 2114 U.S.S. MASSACHUSETTS reported unidentified aircraft bearing 074° (T), distance 40 miles. 2120 All unidentified aircraft identified as friendly. 2230 U.S.S. MASSACHUSETTS reported unidentified aircraft bearing 021° (T), distance 69 miles. 2235 U.S.S. NORTH

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CAROLINA reported unidentified aircraft bearing 062° (T), distance 39 miles. 2252 All aircraft identified as friendly.

10 February 1944

Anchored as before. SOPA Administrative ComTaskForce 57, SubCommand, in U.S.S. WASHINGTON. ComCenPac in U.S.S. INDIANAPOLIS SOPA. 1220 U.S.S. ALABAMA relieved U.S.S. MASSACHUSETTS as radar guardship. 1930 U.S.S. INDIANAPOLIS underway and stood out to sea. ComBatPac in U.S.S. NORTH CAROLINA now SOPA. 2131 "Condition Red" set by SOPA. Went to Air Defense stations. 2134 Set "Condition Green" received from SOPA. Secured from Air Defense stations and set Condition of Readiness II-Able and Material Readiness Yoke.

11 February 1944

Anchored as before. 0730 U.S.S. MASSACHUSETTS relieved the U.S.S. ALABAMA as radar guardship. 0855 U.S.S. ALABAMA relieved the U.S.S. MASSACHUSETTS as radar guardship. 2107 Unidentified aircraft reported bearing 217° (T), distance 81 miles and reported friendly at 2112.

12 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	At anchor.	At anchor.	7° 44.4' N.
Long.			170° 35.2' E.

Anchored as before. 1606 Underway from Majuro Harbor, Marshall Island Group, in company with Truk Striking Force, consisting of Task Force 50 and Task Force 58, in accordance with Commander Central Pacific Force Operation Plan no. 4-44 of 9 February 1944, Serial 0070. Vice Admiral R. A. SPRUANCE, U.S. Navy, is in command of the Truk Striking Force (Task Force 50) in the U.S.S. NEW JERSEY. Task Force 58 consists of three carrier Task Groups under the command of Rear Admiral M. A. MITSCHER, U.S. Navy. The U.S.S. MASSACHUSETTS is assigned to Task Group 58.3, commanded by Rear Admiral F. C. SHERMAN, U.S. Navy, in the U.S.S. BUNKER HILL, and operating in accordance with Commander Task Group 58.3 Operation Plan no. 2-44 of 11 February 1944, Serial 0019. Task Group Organization as follows:

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By JKA/HWA, Date 1/16/06

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Task Unit 58.3.5 (Carriers), Rear Admiral F. C. SHERMAN

BUNKER HILL  
COWPENS  
MONTEREY

Task Unit 58.3.1 (Battleships), Rear Admiral W. A. LEE, Jr.

BatDiv 7, Rear Admiral HUSTVEDT  
IOWA (F)  
NEW JERSEY (FFF)  
BatDiv 8, Rear Admiral G. B. DAVIS  
MASSACHUSETTS (F)  
NORTH CAROLINA (FF)  
BatDiv 9, Rear Admiral HANSON  
SOUTH DAKOTA (F)  
ALABAMA

Task Unit 58.3.2, Rear Admiral R. C. GIFFEN

MINNEAPOLIS  
NEW ORLEANS

Task Unit 58.3.4, Captain ESPE

DesRon 46

IZARD (F)  
CHARRETTE  
CONNER  
BELL  
BRADFORD  
BURNS  
BROWN  
COWELL

DesDiv 15

LANG  
STERRETT (F)  
WILSON

Immediate superior in command to TRUK Striking Force, Admiral NIMITZ, U.S. Navy, Commander-in-Chief, Pacific Fleet.

During sortie, made various courses and speeds to clear harbor and then zig-zagged independently, proceeding to station

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U.S.S. MASSACHUSETTS

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in formation 5-Love-Sugar at Point Option, seaward end of swept channel. During sortie went to air defense stations. Set Material Readiness Zebra. Aircraft in Condition of Readiness II. Engineering Readiness for full power. 1712 Formed cruising formation 5-Love-Sugar, U.S.S. MASSACHUSETTS in station 3.5150 on fleet course 305° (T) and axis 065° (T), standard speed 15 knots, steaming at full speed, 20 knots. U.S.S. BUNKER HILL guide in station 1.7000 bearing 045° (T), distance 5,100 yards. Secured from air defense stations and set Condition of Readiness II-Able. Set Material Readiness Yoke. 1750 Commenced zig-zagging, using Plan 6. Carriers maintaining anti-submarine patrol during daylight hours. 1848 Sunset. Darkened ship. Set Condition of Readiness II. 2000 Changed course to 340° (T). 2100 Changed course to 308° (T).

13 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	10° 07.8' N.	10° 35.5' N.	10° 50.7' N.
Long.	167° 49.3' E.	166° 48.7' E.	164° 41.3' E.

Steaming as before. 0410 U.S.S. BUNKER HILL reported surface contact bearing 306° (T), distance 29 miles, later identified as friendly. 0608 Went to General Quarters for dawn alert. Set Material Readiness Zebra. Carriers commenced launching aircraft for combat air and anti-submarine patrols, maintained throughout the daylight period. 0710 Secured from General Quarters and set Condition of Readiness II-Able, and Material Readiness Yoke. 0754 Commenced making various courses and speeds to form Fleet Cruising Disposition 5-Tare on fleet course 298° (T) and fleet axis 065° (T), U.S.S. NEW JERSEY, fleet guide, in station 0000. Task Force 58.3 is a station unit in the fleet cruising disposition in station 20180. Station unit in cruising formation 5-Love-Sugar as before. 1105 Changed fleet course to 275° (T). 1227 Rotated fleet and formation axis to 095° (T). 1527 Rotated fleet and formation axis to 070° (T). 1906 Went to Air Defense stations for dusk alert. Set Material Readiness Zebra. Darkened ship. 1958 Secured from Air Defense stations and set Condition of Readiness II. Set Material Readiness Yoke. 2000 Changed course to 310° (T). 2100 Changed course to 280° (T). 2200 Changed course to 310° (T). 2300 Moonrise. Commenced zig-zagging using Plan 8.

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14 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	12° 13.0' N.	12° 38.6' N.	12° 55.2' N.
Long.	161° 26.6' E.	161° 37.0' E.	161° 06.8' E.

Steaming as before in company with Truk Striking Force enroute to rendezvous with Task Unit 50.17.6 to fuel. 0022 Surface contact 307° (T), distance 65,000 yards reported by U.S.S. BUNKER HILL as friendly task group. 0320 Made radar contact on Eniwetok Atoll bearing 210° (T), distance 43 miles. 0430 Changed course to 250° (T). 0633 Went to General Quarters for dawn alert. Set Material Readiness Yoke. 0703 Changed course to 020° (T). Carriers launched combat and anti-submarine patrols and maintained same during daylight period. 0727 Changed course left to 250° (T). 0733 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able, and Material Readiness Yoke. 0730 Sighted Task Unit 50.17.6 on the horizon bearing 315° (T). 0809 Commenced fueling operations on fueling course 030° (T) and fueling speed 9 knots. Tankers at center of formation and station units zig-zagging on station independently at 15 knots. CVL's and DD's only ships fueled. 1500 Unidentified aircraft reported by U.S.S. ENTERPRISE bearing 286° (T), distance 42 miles. U.S.S. BELLEAU WOOD vectored fighters to intercept. 1505 U.S.S. BELLEAU WOOD fighter reported making run on unidentified aircraft, identified as a Japanese twin-engined bomber "Betty". 1519 Completed fueling operations. 1603 Rotated fleet and formation axis to 075° (T). 1624 Changed course to 255° (T). 1640 Changed speed to 12 knots. 1712 Changed speed to 15 knots. 1742 Commenced zig-zagging using Plan 2. 1919 Sunset. Darkened ship. Went to Air Defense stations for dusk alert. Set Material Readiness Zebra. 2018 Secured from Air Defense stations and set Condition of Readiness II. Secured from Material Readiness Zebra and set Material Readiness Yoke.

15 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	12° 15.1' N.	12° 04.9' N.	10° 49.8' N.
Long.	158° 21.0' E.	157° 26.7' E.	155° 32.2' E.

Steaming as before in company with Truk Striking Force enroute to initial point for air bombardment attack. 0648 Went to General Quarters for dawn alert. Set Material Readiness Zebra.

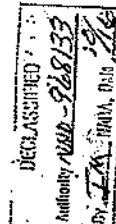
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0748 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able. Set Material Readiness Yoke. 1115 U.S.S. NORTH CAROLINA reported unidentified aircraft bearing 205° (T), distance 26 miles, identified as friendly by combat. 1443 Ceased zig-zagging. 1455 U.S.S. COWPENS reported an unidentified aircraft bearing 180° (T), distance 50 miles, which was identified as friendly. 1507 Changed fleet course to 225° (T). 1521 Changed fleet speed to 22 knots. 1645 Changed speed to 18 knots. 1658 U.S.S. NORTH CAROLINA reported unidentified aircraft bearing 260° (T), distance 59 miles, reported as friendly by U.S.S. BUNKER HILL at 1716. 1809 Changed speed to 22 knots. 1934 Sunset. Went to Air Defense stations for dusk alert. Set Material Readiness Zebra. Darkened ship. 1936 Changed speed to 15 knots. 2023 Changed speed to 22 knots. 2027 Secured from Air Defense stations and set Condition of Readiness II and Material Readiness Zebra modified.

16 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 17.8' N.	8° 00.2' N.	8° 01.7' N.
Long.	153° 11.1' E.	153° 09.7' E.	153° 54.7' E.

Steaming as before in company with Truk Striking Force enroute to initial point for air bombardment attack. 0613 Went to General Quarters for dawn alert. Set Material Readiness Zebra. 0627 Radar contact on land bearing 234° (T), distance 76 miles, identified as Truk Atoll. 0642 Commenced making various courses and speeds to launch initial fighter aircraft strike to gain control of the air. Steaming at various courses and speeds throughout the day to conform with carrier air operations. U.S.S. BUNKER HILL and U.S.S. COWPENS made six half-strength strikes throughout the day in addition to fighter strike. U.S.S. MONTEREY maintained anti-submarine patrol and combat air patrol for this formation. 0932 Secured from General Quarters and set Condition of Readiness I-Easy. Maintained Material Readiness Zebra on second deck and below. 1124 O.T.C. in U.S.S. NEW JERSEY plus U.S.S. IOWA, U.S.S. MINNEAPOLIS, U.S.S. NEW ORLEANS, and DesDiv 91 less CONNER plus BRADFORD, left formation to proceed to northwest of north entrance to Truk Atoll to intercept and destroy crippled enemy cruisers escaping to the north. O.T.C. directed C.T.F. 58 to take charge during his absence. 1147 Relieved U.S.S. NEW ORLEANS of aircraft rescue plane duty. 1204 Changed station in formation 5-Love-Sugar to 3.5135. 1902 Catapulted two aircraft to rescue U.S.S. COWPENS fighter pilot reported forced down bearing 258° (T), distance 32 miles. Lieutenant C. C. AINSWORTH, U.S.N., landed in unfavorable



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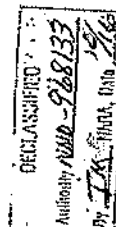
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sea conditions, rescued Lieut. (jg) RAFFMAN, A-V(N), U.S.N.R., took off and returned to the U.S.S. MASSACHUSETTS, and was hoisted aboard at 2003. 1958 Sunset. Went to Air Defense stations for dusk alert. Set Material Readiness Zebra. 2007 Hoisted Lieut. (jg) D. W. CASSEL in plane #01511 aboard. 2105 Changed speed to 15 knots. 2110 Changed course to 165° (T). 2121 Changed speed to 17 knots. 2122 Changed course to 160° (T). 2133 Changed course to 180° (T). Changed speed to 20 knots, proceeding to 0700 rendezvous 60 miles 180° (T) from Point Newsreel. 2121 U.S.S. MASSACHUSETTS made radar contact on unidentified aircraft bearing 276° (T), distance 23 miles, designated raid "Able". 2139 U.S.S. MONTEREY reported unidentified aircraft bearing 200° (T), distance 39 miles, designated raid "Baker", consisting of two or three planes. 2153 U.S.S. LANG reported unidentified aircraft bearing 250° (T), distance 19 miles. 2155 U.S.S. ALABAMA reported unidentified aircraft bearing 355° (T), distance 22 miles. 2210 U.S.S. ESSEX reported unidentified aircraft bearing 290° (T), distance 38 miles, designated raid "Dog". Made radar contact on single unidentified aircraft bearing 235° (T), distance 15 miles, designated as raid "Charlie". 2215 ComTaskForce 58 reported information in hand that all raids would join up for attack. 2305 Sighted gunfire on starboard quarter, believed to be from Task Group 58.1 firing on enemy aircraft. 2306 U.S.S. BUNKER HILL reported unidentified aircraft bearing 240° (T), distance 29 miles, designated raid "Easy". 2320 U.S.S. YORKTOWN launched night fighter. 2340 All raids faded from radar screen. No further contacts reported by other units.

17 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	7° 16.8' N.	7° 18.2' N.	8° 38.0' N.
Long.	153° 34.4' E.	153° 26.7' E.	156° 05.3' E.

Steaming as before in company with Truk Striking Force, enroute to 0700 rendezvous point and to continue aerial bombardment of Truk Atoll in accordance with plan. Each Task Group operating independently to counter night air torpedo attacks by Japanese. 0202 Commenced zig-zagging using Plan 8. 0218 Ceased zig-zag and changed course to 320° (T), at 0221 to proceed to rendezvous. 0336 Resumed zig-zag. 0325 U.S.S. YORKTOWN recovered night fighter. At 0638 Carriers began launching dawn strikes. 0715 Went to Air Defense stations for dawn alert. U.S.S. COWPENS maintained anti-submarine patrol and combat air patrol during strikes on Truk. U.S.S. MASSACHUSETTS conformed to movements of carrier operations throughout the day at various courses and speeds. 0806 Sunrise. Secured from Air Defense stations and set Condition of



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Readiness I-Easy. 0828 Secured from Condition of Readiness I-Easy and set Condition of Readiness II-Able. Set Material Readiness Yoke above the second deck. 0837 BatDivSEVEN plus U.S.S. MINNEAPOLIS, U.S.S. NEW ORLEANS, and DesDiv 91 less U.S.S. CONNERS and U.S.S. BRADFORD, rejoined formation, mission completed. U.S.S. MASSACHUSETTS resumed station 3.5150 in formation 5-Love-Sugar. 1408 All strikes on Truk completed. Set retirement course 060° (T) at retirement speed 25 knots. 1646 U.S.S. NEW JERSEY reported surface contact bearing 056° (T), distance 9 miles. 1658 U.S.S. BUNKER HILL aircraft reported nothing sighted on bearing and distance reported by U.S.S. NEW JERSEY. 1947 Sunset. Went to Air Defense stations. Set Material Readiness Zebra. 2007 Changed course to 095° (T) and changed speed to 20 knots. 2046 Secured from Air Defense stations and set Condition of Readiness II and Material Readiness Yoke.

18 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	8° 21.3' N.	8° 16.1' N.	8° 28.5' N.
Long.	159° 46.6' E.	160° 56.3' E.	162° 18.6' E.

Steaming as before in company with Truk Striking Force enroute to rendezvous with Task Group 50.17.6 to fuel in preparation for GATEWAY Operation. 0643 Went to General Quarters for dawn alert. Set Material Readiness Zebra. 0744 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able. Placed planes in Condition of Readiness II for Plane Rescue duty. Set Material Readiness Yoke. 1050 U.S.S. NORTH CAROLINA reported a small boat on her port beam and the O.T.C. instructed U.S.S. BROWN to investigate. 1110 U.S.S. BROWN removed 17 Japanese from boat, who claimed to be fishermen. 1315 U.S.S. NORTH CAROLINA reported surface contact bearing 088° (T), distance 23 miles. 1336 Sighted Task Group 50.17.6 on port bow. Commenced making various courses and speeds to rendezvous with tankers for fueling. 1427 U.S.S. PLATTE, U.S.S. CIMARRON, and U.S.S. GUADALUPE with escorts joined formation, tankers in line of bearing normal to fueling course 030° (T) at formation center, escorts joined screen in ahead positions. Fueling speed 10 knots, ships not fueling zig-zagging in station at standard speed, 15 knots. 1503 Changed course and axis to 270° (T). Destroyers and light carriers only vessels to fuel this date. 1700 U.S.S. COWELL came alongside starboard quarter to transfer Lieut. (jg) RAFFMAN, A-V(N), U.S.N.R., back to the U.S.S. COWPENS. 1707 U.S.S. COWELL cleared starboard quar-

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ter and resumed zig-zag on station. 1919 Went to Air Defense stations for dusk alert. Set Material Condition Zebra. 1949 Fueling exercises for the day completed. Resumed station 3.5150 in formation 5-Love-Sugar on course and axis 070° (T). Guide at center in U.S.S. PLATTE. 2016 Secured from Air Defense stations and set Condition of Readiness II. Set Material Readiness Yoke. 2017 Changed course to 000° (T). 2027 Changed course left to 290° (T). 2047 Changed speed to 16 knots. 2346 Changed course left to 260° (T).

19 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	9° 20.9' N.	9° 55.9' N.	11° 05.9' N.
Long.	159° 57.1' E.	160° 19.6' E.	160° 44.3' E.

Steaming as before in company with Truk Striking Force in fueling area in preparation for GATEWAY Operation. 0447 C.T.G. 58.3 reported unidentified aircraft bearing 268° (T), distance 19 miles. 0449 Emergency ships left to 160° (T). 0455 Unidentified aircraft reported by CTG 58.3 bearing 310° (T), distance 7 miles. 0500 Went to Air Defense stations. Set Material Readiness Zebra. 0502 Emergency turn to 130° (T). 0504 Observed plane burning on water at 000° (T), reported shot down by U.S.S. IZARD. 0505 Emergency turn to 100° (T). 0509 Emergency turn to 160° (T). C.T.G. 58.3 reported unidentified aircraft bearing 310° (T), distance 4 miles. Being tracked by Combat and fire control radars. 0515 Emergency ships left to 135° (T). 0518 Emergency ships right to 160° (T). Unidentified aircraft retiring. Continued making various courses and speeds by signal from O.T.C. to regain station in fleet disposition. 0739 Sunrise. Secured from Air Defense stations and set Condition of Readiness II-Able and Material Readiness Yoke. 0844 Set fueling course 050° (T). 0914 Rotated fleet axis to 050° (T). 0925 Commenced making various courses and speeds to zig-zag independently on station during fueling operations in formation 5-Love-Sugar. Fueling speed 8 knots, steaming at 15 knots. 1258 Went alongside U.S.S. GUADALUPE to fuel, starboard side to, and commenced receiving fuel at 1321. 1315 Unidentified aircraft on radar bearing 045° (T), distance 35 miles, identified as friendly by U.S.S. BUNKER HILL. 1325 U.S.S. WILSON came alongside port quarter to receive War Correspondent's mail. 1330 U.S.S. WILSON cleared port quarter. 1459 Task Group 58.1 left fleet disposition and proceeded on duty assigned. U.S.S. NEW JERSEY with C.T.F. 50 left disposition and proceeded to base. Carrier Task Forces reorganized as per C.T.F. 50 despatch orders; Task Group 58.3 intact. O.T.C. now Rear Admiral MITSCHER, U.S.

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Navy, Commander Task Force 58, in U.S.S. YORKTOWN. 1510 Completed fueling, having received 9,772 barrels of burnable fuel at 60° F. 1529 Cleared side of U.S.S. GUADALUPE and commenced making various courses and speeds to regain station in formation 5-Love-Sugar. 1610 Set course 050° (T), speed 10 knots. 1618 U.S.S. CONNERS came alongside starboard quarter to deliver guard mail. 1625 U.S.S. CONNERS cleared starboard quarter. Commenced zig-zagging on station at 15 knots on various courses to maintain approximate station. 1654 Fueling operations completed. Tankers cleared formation. U.S.S. BUNKER HILL guide in station 1.7000, formed 5-Love-Sugar, U.S.S. MASSACHUSETTS in station 3.5150 on course and axis 050° (T). 1747 Changed course to 000° (T). 1750 Changed speed to 15 knots. 1811 Changed course to 340° (T), and changed speed to 20 knots. 1925 Sunset. Darkened ship. Went to Air Defense stations for dusk alert. Set Material Readiness Zebra. 2025 Secured from Air Defense stations and set Condition of Readiness II and Material Readiness Yoke. 2051 Changed speed to 18 knots. 2246 Changed speed to 20 knots.

20 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	14° 36.7' N.	15° 47.2' N.	15° 53.0' N.
Long.	159° 17.5' E.	158° 51.9' E.	158° 26.0' E.

Steaming in company with Task Group 58.3 and 58.2 enroute to initial point for GATEWAY Operations. Task Groups in line of bearing normal to the fleet course 340° (T) in supporting distance. U.S.S. MASSACHUSETTS in company with Task Group 58.3 as before in formation 5-Love-Sugar, formation axis 050° (T). Fleet speed 20 knots. In station 5.3150. 0644 Went to General Quarters for dawn alert. Set Material Readiness Zebra. 0744 Sunrise. Secured from General Quarters and set Condition of Readiness II-Able and Material Readiness Yoke. 1005 Commenced reorganization of Task Groups 58.3 and 58.2. BatDiv 9 left formation to join Task Group 58.2 and was replaced by U.S.S. BALTIMORE. 1033 U.S.S. MASSACHUSETTS assigned station 3.5300. Commenced making various courses and speeds to gain new station and on station at 1111. 1159 Changed course right to 075° (T) and changed speed to 8 knots in preparation to fuel destroyers. 1228 U.S.S. WILSON came alongside to starboard to fuel. 1233 Commenced pumping fuel to U.S.S. WILSON. 1300 Completed fueling U.S.S. WILSON, having delivered 22,340 gallons at 60° F. 1305 U.S.S. WILSON cleared starboard side. 1344 U.S.S. STERRETT came alongside to starboard to fuel. 1348 U.S.S. CONNERS came alongside to port to fuel. 1359 Commenced

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pumping fuel to U.S.S. CONNERS. 1401 Commenced pumping fuel to U.S.S. STERRETT. 1436 Completed pumping fuel to U.S.S. STERRETT, having delivered 20,280 gallons at 60° F. 1440 U.S.S. STERRETT cleared starboard side. 1442 Completed fueling U.S.S. CONNERS, having delivered 24,719 gallons at 60° F. 1446 U.S.S. CONNERS cleared port side. 1511 Fueling operations completed. 1530 Changed fleet speed to 12 knots. 1613 Changed course to 265° (T). 1616 Changed speed to 18 knots. 1738 Changed speed to 19 knots. 1931 Sunset. Darkened ship. Went to Air Defense stations for dusk alert. Set Material Readiness Zebra. 2026 Secured from Air Defense stations and set Condition of Readiness II. Set Material Readiness Yoke. Carriers maintained anti-submarine and combat patrols throughout daylight period.

21 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	15° 36.6' N.	15° 26.5' N.	15° 28.1' N.
Long.	154° 51.3' E.	153° 38.2' E.	151° 10.9' E.

Steaming as before. At 1330 unidentified aircraft was reported by U.S.S. ESSEX in Task Group 58.2 bearing 300° (T), distance 31 miles. No report was received as to results of fighters vectored out to intercept the contact. At 1350 U.S.S. SOUTH DAKOTA in same Task Group reported sighting a twin-engined bomber visually bearing 310° (T), believed to be same plane radar contact was made on at 1330. This enemy plane reported our position to its base. With the element of surprise for GATEWAY Operation now lost, preparations for air attacks were made, as we were certain to receive night aircraft torpedo attacks by the enemy after dark. At sunset Condition I-Easy was set throughout the ship. The first attack group came at 2257 in several groups designated raids "Able" to "George". The raids consisted of from one to three planes. The raids passed Task Group 58.3 on either side and due to skillful maneuvering by the O.T.C., we were not sighted nor attacked by raids Able, Baker, Charlie, and Dog. Raid Easy made an attack on this Task Group and was tracked by all radars which could bear. Fire was opened at 6,000 yards, with a good solution at 2,308. One aircraft was shot down in flames by the U.S.S. NORTH CAROLINA and another was seen to crash near the U.S.S. COWPENS, believed to have been hit by the U.S.S. MASSACHUSETTS. All the other raids seemed to concentrate their attacks on Task Group 58.2 to the north, and anti-aircraft fire was observed intermittently throughout the fight attack. The Task Groups became widely separated due to

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evasive action to avoid attack and detection. For further details of the action see the Commanding Officer's Action Report, BB59/A16-3/A9/, Serial 050, dated 25 February 1944.

Ammunition expended on the night air attack:

74 projectiles, 5"/38 caliber AA Common with Mk. 32 fuze.

74 charges, 5"/38 caliber:

31 SPDN 3547  
28 SPDN 3968  
3 SPDN 4112  
2 SPDN 4113  
1 SPDN 3928  
1 SPDN 3846  
1 SPDN 3474  
2 SPDN 3296  
1 SPDN 3218  
1 SPDN 2871  
3 SPDN 2589

22 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	14° 07.8' N.	14° 55.9' N.	14° 44.5' N.
Long.	147° 52.9' E.	147° 42.0' E.	148° 50.5' E.

Steaming as before, Task Group 58.2 and 58.3 separated, due to maneuvers to avoid night air attacks by enemy aircraft. Air attacks concentrated on Task Group 58.2 and presence of this Task Group apparently unknown to enemy. Observed intermittent fir and three planes shot down by Task Group 58.2 during mid-watch. At 0030 all radar screens clear, secured from Air Defense and set Condition I-Easy. At about 0140 radar contact made on enemy aircraft approaching this formation. Went to Air Defense stations. Aircraft came from area of Task Group 58.2 and passed this formation at 10 miles on a course headed for Saipan Island. No attacks were made and formation was probably not sighted. At 0202 all radar screens being clear, set Condition I-Easy. The enemy returned again in force at about 0540. Went to Air Defense at 0541. This Task Group remained undetected as all raids passed outside 10 miles and headed for Task Group 58.2. 0738 U.S.S. BUNKER HILL launched night fighters to repel attacks. Air operations were delayed due to air attacks by enemy. 0750 The fighters having the situation cleared sufficiently, turned into wind and launched first strike while still under attack. Soon after fighters were airborne,

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enemy attacks ceased, being driven off or shot down by the combat air patrol. Carrier operations throughout the day, the last strike to be completed by 1600. The mission of the GATEWAY Operation was completed in three strikes and retirement on course 090° (T) at speed 25 knots was commenced at 1641. After securing control of the air at daylight no further attacks were made by the enemy on this formation. At sunset the ship was placed in Condition I-Easy in readiness for possible air attack by enemy aircraft from Truk or Marcus Island.

23 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	14° 45.4' N.	14° 44.2' N.	14° 50.0' N.
Long.	153° 00.7' E.	154° 15.6' E.	156° 40.5' E.

Steaming as before, retiring from GATEWAY Operation on fleet course 090° (T), Task Groups 58.3 and 58.2 in line of bearing normal to the fleet course and Task Group 58.3 in formation 5-Love-Sugar. Steaming at fleet speed 20 knots. Aircraft carriers maintaining anti-submarine and combat air patrols throughout the daylight period. At 1346 U.S.S. BRADFORD reported sighting a two-engined enemy bomber, type "Betty". At this time entered area of rain squalls resulting in several radar contacts. Went to Air Defense stations and set Material Condition Zebra. Fighters were vectored out on contacts reported and enemy contact proved to be a rain squall. Japanese bomber reported out position to base and fighters vectored out to intercept were never able to make contact, as the Betty used cloud cover effectively. 1452 Secured from Air Defense stations and set Condition of Readiness II-Able and Material Readiness Yoke on orders from O.T.C. to resume normal cruising formation and condition of readiness. Remainder of day uneventful. Ship still in area of possible attack from Truk and Marcus Island.

24 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	13° 35.1' N.	13° 51.9' N.	13° 19.7' N.
Long.	160° 07.8' E.	160° 37.7' E.	162° 33.7' E.

Steaming as before, retiring from GATEWAY Operation. 0803 Commenced fueling operations on fueling course 065° (T) at fueling

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speed 10 knots. Delivered the following fuel at 60° F. to ships indicated:

U.S.S. WILSON -- 1418 barrels  
U.S.S. STERRETT -- 1233 barrels  
U.S.S. CONNERS -- 788 barrels

1225 Upon completion of fueling operations BatDiv 9 rejoined Task Group 58.3 plus two destroyers. The U.S.S. BALTIMORE left formation with two destroyers to rejoin Task Group 58.2. U.S.S. MASSACHUSETTS assigned new station 3.5180 in cruising formation 5-Love-Sugar. 1419 Set course 110° (T) at 20 knots, continuing retirement and enroute to base at Majuro Island, Marshall Island group.

25 February 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	12° 23.2' N.	12° 05.7' N.	10° 00.6' N.
Long.	166° 09.8' E.	167° 14.4' E.	167° 58.8' E.

Steaming as before enroute to base at Majuro Island, Marshall Island group. 1111 Commenced firing 5"/38 caliber battery to test Mark 32 fuzes. Expended the following ammunition:

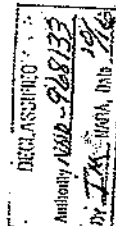
36 Projectiles, 5"/38 caliber with Mk. 32 fuze:  
12 Lot Sugar  
12 Lot Unit  
12 Lot Victor  
36 charges, 5"/38 caliber:  
17 SPDN 3024  
3 SPDN 2868  
10 SPDN 4115  
6 SPDN 4937

Completed firing at 1156. 1545 U.S.S. SOUTH DAKOTA fired test shots and spotting practice for radars with 16" battery. U.S.S. MASSACHUSETTS observed. 1550 U.S.S. SOUTH DAKOTA completed exercise. 1648 Surface radar contact bearing 224° (T), distance 47,000 yards, sighted visually at 1725 to be three CVE's and 4 DD's and friendly.

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26 February 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 7° 37.6' N.	At anchor.	At anchor.
Long. 170° 56.3' E.		

Steaming as before enroute to base at Majuro Island, Marshall Island group. 0812 Formed column of types, carriers, battleships, cruisers, and destroyers for entry into port. 1006 Passed entrance buoys to Majuro Harbor abeam to port and starboard. Commenced making various courses and speeds to conform with channel and approach anchorage. 1111 Anchored in berth A-25, in 27 fathoms of water with 105 fathoms of chain out to the starboard anchor. Set Condition of Readiness II-Able and Material Condition Yoke. Ship placed on six-hours readiness for getting underway. SOPA administrative in U.S.S. PRAIRIE. ComCenPac in U.S.S. NEW JERSEY SOPA. Ships present: various units of Fifth Fleet. Upon anchoring formed Task Group 50.9, composed of BatDivs 6, 7, 8, and 9 and DesRon One. Task Group Commander Rear Admiral W. A. LEE, Jr., U.S. Navy in the U.S.S. NORTH CAROLINA. Immediate superior in command ComCenPac in U.S.S. NEW JERSEY, Commander Fifth Fleet. 1350 U.S.S. SABINE came alongside to starboard and commenced fueling operations at 1415. 1730 Completed fueling, having received 903,946 gallons of fuel at 60° F. 1800 U.S.S. SABINE clear starboard side. 2200 Secured from Condition of Readiness II-Able and set the Port War Watch.

27-29 February 1944

Anchored in Majuro Atoll, Marshall Island group, fueling, provisioning and making all preparations for sea. Carrying on ships maintenance and repair work permitted by six hours readiness for getting underway. Carrying out drill schedules, training of personnel in preparation for battle. Aircraft conducting local training flights. Granting such recreation to the crew as is possible with facilities available.

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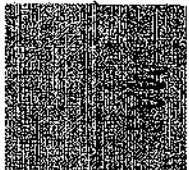
*D. Carlson*  
D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

Approved:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy,  
Commanding.

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BB59/A12-1/A16-37

COMMANDER-IN-CHIEF  
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1944 APR 29 8 10

U. S. S. MASSACHUSETTS 60/ahe

WAR DIARY

1-8 March 1944

Anchored in Berth A-25, Darritt Anchorage, Majuro Atoll of the Marshall Island Group, ship in readiness for getting underway on six hours' notice. Ship in Condition of Readiness III (Port War Watch) and Material Readiness Yoke during darkness, and X-ray during daylight. Radar guard as assigned by ComBatPac. Carrying out fueling, provisioning and ammunition plan. Making all preparations for sea and maintaining a schedule of repair, maintenance and upkeep of machinery and equipment as permitted by the six hour readiness. Conducting routine training and drill and recreation of personnel. Aircraft conducting training and gunnery flights.

U.S.S. MASSACHUSETTS assigned to Task Group 50.9, composed of Batdivs 6, 7, 8, and 9 and DesRon One. Task Group Commander Rear Admiral W. A. LEE, Jr., U.S. Navy, in the U.S.S. NORTH CAROLINA. Immediate Superior in Command, Vice Admiral SPRUANCE, U.S. Navy, ComCenPac in the U.S.S. NEW JERSEY.

Delivered 10,200 gallons of fresh water to LST 38.

On 3 March U.S.S. CIMARRON came alongside and delivered 49,114 gallons of burnable fuel at 84° F. and 5,372 gallons of aviation fuel.

On 4 March transferred to SOPA Majuro the following ammunition:

495 projectiles, 5"/38 caliber AA Common Mk. 32 fuze, lot Sugar.

62 projectiles, 5"/38 caliber AA Common Mk. 29-1 fuze.

and received the following ammunition:

42 projectiles, 16"/45 caliber HC, Mk. 13-2  
1,123 charges, 5"/38 caliber.

On 5 March transferred to SOPA Majuro the following ammunition:

105 tanks, empty 5"/38 caliber Mk. 6-1.

On 5 March at 1327 SOPA set Condition Red. Went to Air Defense stations. Commenced preparations for getting underway. Unidentified aircraft in vicinity. 1345 Aircraft

70215

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identified as friendly and SOPA ordered Condition Green. Secured from Air Defense and set Port War Watch and resumed port routine.

On 5 March at 1910, radar contact on unidentified aircraft bearing 050° (T), distance 30 miles and closing. Went to Air Defense stations. Condition Red set by SOPA. Commenced all preparations for getting underway. 1936 Aircraft identified as friendly. SOPA ordered Condition Green. Secured from Air Defense and set the Port War Watch and resumed port routine.

On March 6 delivered 10,000 gallons of fresh water to LST 69.

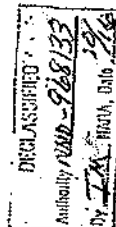
On 6 March at 1256 SOPA ordered Condition Red. Went to Air Defense and commenced preparations for getting underway. At 1305 SOPA ordered Condition Green. Secured from Air Defense and set the Port War Watch and resumed port routine.

9 March 1944

Anchored as before. 0626 Hoisted out two planes in preparation for towing target sleeve for gunnery exercises at sea. 0629 Underway in company with U.S.S. NORTH CAROLINA for training at sea, escorted by DesDiv One plus U.S.S. PHELPS. 0740 Passed between harbor entrance buoys and set course to carry out exercises, to northwest of Majuro Atoll. During the day fired light and heavy machine guns at sleeve towed by own ship planes. Fired 5"/38 caliber at sleeve towed by TBF plane, "Baker" runs at average altitude of 10,000 feet. Fired special test practice of Mark 32 fuze ammunition at ranges 6,000 yards. Fired special test practice, 40 MM battery, to determine accurately self-destroying fuze range. Officer Conducting Practices, Rear Admiral DAVIS, U.S. Navy, in U.S.S. MASSACHUSETTS. Ammunition expended during the day:

38 projectiles, 5"/38 cal. AA Common, Mk. 31-10  
44 projectiles, 5"/38 cal. AA Common, Mk. 32, lot Victor  
82 charges, 5"/38 cal.  
1,103 cartridges, 40 MM, Mk. 1  
2,367 cartridges, 20 MM (1,987 H.E., 9,380 H.E.T.).

1801 Passed entrance buoys abeam to port and starboard on course 159° (T). 1858 Anchored in Berth A-25, Darritt Anchorage, Majuro Atoll of the Marshall Island Group. Set Port War Watch and resumed port routine, exercises at sea completed.



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WAR DIARY

10-21 March 1944

Anchored as before.

On 11 March at 0335 heard "Condition Red" on warning net. Went to Air Defense stations and set Material Readiness Zebra. Origin of "Condition Red" undetermined. At 0415 heard "Condition Green -- Kwajalein". Secured from Air Defense and set Port War Watch. Resumed port routine. Determined "Condition Red" to be for Kwajalein Atoll and not Majuro. Designation of "Condition Red" not heard.

On 12 March received from ComSerRon TEN the following ammunition:

778 projectiles 5"/38 caliber Common Mk. 28 BD.

On 13 March received the following ammunition from ComSerRon TEN in U.S.S. PRAIRIE:

441 charges, 5"/38 cal. SPD 4977  
850 charges, 5"/38 cal. SPD 5274.

At 1018 U.S.S. RAINIER came alongside to starboard and the following ammunition was exchanged:

To the RAINIER:

80,000 cartridges, 40 MM, Mk. I with Mk. 20 primer  
34,900 cartridges, 20 MM H.E.  
441 charges 5"/38 cal. flashless powder  
102 tanks, empty, Mk. 6-1 and Mk. 9.

From the RAINIER:

80,000 cartridges, 40 MM Mk. I  
104,000 cartridges, 20 MM H.E.I.  
6,000 cartridges, 20 MM H.E.T.

On 15 March at 1236 U.S.S. ARA came alongside to port and delivered the following ammunition:

2,606 projectiles, 5"/38 AA Com. Mk. 32, lots William and Yoke.

At 1450 U.S.S. ARA cleared port side. At 2006 transferred to Com-

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SerRon TEN via lighter the following ammunition:

2,438 projectiles, 5"/38 cal. AA Common Mk. 32 lot Vict0r.

On 17 March 1944 at 1425 hoisted Plane #01420 from U.S.S. IOWA, pilot Lieut. (jg) T. L. IMUS, 112429, U.S.N. and passenger CANNADY, S. N., ARM 1c, #336-79-84, U.S.N. At 1435 hoisted plane #09500 from U.S.S. NEW JERSEY, pilot Lieut. (jg) W. A. ETHRIDGE, 112518, U.S.N. and passenger GOSSAGE, E. A., ARM 3c, #628-04-36, U.S.N.R. Above planes retained on board until such time 18 March to arrive on station at about 1000 as relief spotting planes for BatDiv 7, engaged in bombarding Mili Atoll of the Marshall Islands.

On 18 March 1944 at 0955 hoisted out Plane #09500 of the U.S.S. NEW JERSEY, pilot Lieut. (jg) W. A. ETHRIDGE, U.S.N. and passenger GOSSAGE, E. A., ARM 3c, #628-04-36, U.S.N.R. At 0958 hoisted out Plane #01420 of the U.S.S. IOWA, pilot Lieut. (jg) T. L. IMUS, U.S.N., and passenger CANNADY, A. N., ARM 1c, 336-79-84, U.S.N. Planes departed for rendezvous off Mili Atoll with BatDiv 7. At 1055 Hoisted plane #01509 from U.S.S. IOWA, pilot Lieut. (jg) G. A. JONES, U.S.N.R. and passenger GABLE, F. A., ARM 2c, #291-82-71, U.S.N. At 1122 hoisted plane #09579 from U.S.S. NEW JERSEY, pilot Lieut. (jg) W. A. BUTTS, U.S.N. and passenger HANSCOM, C. A., ARM 3c, #606-33-76, U.S.N.R. Planes serviced and made ready for flight. Planes returned from spotting duty, vicinity of Mili Atoll. 1500 Hoisted plane #01420 from U.S.S. IOWA, pilot Lieut. (jg) T. L. IMUS, U.S.N. and passenger CANNADY, S. J., ARM 1c, #336-79-84, U.S.N., returned from spotting mission at Mili Atoll.

On 18 March 1944, received 13,489 gallons of burnable fuel from U.S.S. GUADALUPE at 87° F.

On 21 March 1944 transferred to U.S.S. DEWEY the following ammunition:

388 projectiles, 5"/38 cal. AA Common Mk. 28 BD fuze  
394 charges, 5"/38 cal., various indices.

On 21 March 1944 transferred to U.S.S. MONAGHAN the following ammunition:

98 projectiles, 5"/38 cal. AA Common, Mk. 28 BD fuze.

On 21 March 1944 delivered 10,000 gallons of fresh water to LST 271

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22 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	At anchor,	7° 16.8' N.	6° 56.5' N.
Long.	Majuro Atoll	171° 12.0' E.	169° 33.0' E.

Anchored as before. 1030 Underway from Darritt Anchorage, Majuro Atoll of the Marshall Island Group in accordance with Commander Task Group 58.9 Sortie Plan No. 1-44 dated 21 March 1944. Commander Task Group 58.9 Rear Admiral W. A. LEE, Jr., U.S. Navy, ComBatPac in U.S.S. NORTH CAROLINA. Task Group Organization:

Task Group 58.9, Rear Admiral LEE, U.S.N.

Task Unit 58.9.1

BatDiv 8 -- Rear Admiral DAVIS, U.S.N.  
 (U.S.S. MASSACHUSETTS and U.S.S. NORTH CAROLINA)  
 BatDiv 9 -- Rear Admiral HANSON, U.S.N.  
 (U.S.S. SOUTH DAKOTA and U.S.S. ALABAMA)

Task Unit 58.9.2

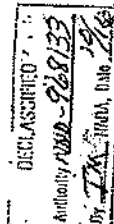
ComDiv 4 -- Rear Admiral OLDENDORF, U.S.N.  
 (U.S.S. PORTLAND, U.S.S. INDIANAPOLIS, and U.S.S. LOUISVILLE)

Task Unit 58.9.4 -- Captain ESPE, U.S.N.

DesRon 46 less BOYD	U.S.S. BURNS
U.S.S. IZARD	U.S.S. BRADFORD
U.S.S. CHARRETTE	U.S.S. BROWN
U.S.S. CONNER	U.S.S. COWELL
U.S.S. BELL	
DesDiv 28	
U.S.S. BANCROFT	U.S.S. EDWARDS
U.S.S. CALDWELL	U.S.S. COGHLAN
Plus U.S.S. FRAZIER and U.S.S. MEADE	

Task Unit 58.9.5 -- Captain STUMP, U.S.N.

U.S.S. LEXINGTON  
 U.S.S. COWPENS



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WAR DIARY

Immediate Superior in Command, Vice Admiral SPRUANCE, U.S. Navy, in U.S.S. NEW JERSEY. Upon completion of sortie, formed cruising formation 5-Roger contained in paragraph 3(x)(5) of Sortie Plan, on course 000° (T) and axis 075° (T) at standard speed 15 knots. U.S.S. MASSACHUSETTS assigned station 3.5105.

Upon completion of sortie by Task Group 50.15, Task Groups 58.2, 58.9 and 50.15 concentrated tactically and set course 255° (T) for fueling rendezvous 2° 00' S and 157° 00' E prior to commencement of operations in accordance with ComCenPac Operation Plan CEN 8-44 dated 21 March 1944, Serial 00159. Plan effective on receipt.

Ship in Condition of Readiness II modified to comply with existing situation. Aircraft in Condition of Readiness 8. Material Condition of Readiness Yoke set and Radar Silence 5. All boilers on line in readiness for full power.

23 March 1944

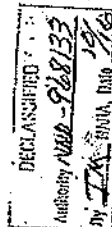
	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 05.5' N.	4° 10.5' N.	2° 24.1' N.
Long.	167° 15.0' E.	166° 51.0' E.	165° 30.6' E.

Steaming as before in company with Task Group 58.9 enroute in company with Task Groups 58.2 and 50.15 to fueling rendezvous prior to commencement of operations in accordance with ComCenPac Operation Plan no. CEN 8-44. Carriers in company maintaining combat and anti-submarine patrols during daylight hours for this task group. At 1844 U.S.S. IZARD left formation to investigate sound contact. O.T.C. maneuvered formation clear of area of contact at high speed. When clear of area resumed base course 255° (T). At 1900 set clocks back one hour to conform with zone /13 time. 1929 Changed fleet course to 240° (T).

25 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 46.0' N.	0° 12.2' N.	0° 52.0' S.
Long.	162° 38.0' E.	161° 13.4' E.	159° 43.2' E.

Steaming as before. 0000 Set the clocks ahead 24 hours to zone -11 (Love) time and date. At 0112 had surface contact at 046°



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(T), distance 33,000 yards, believed to be U.S.S. PHELPS and U.S.S. IZARD returning to disposition after working over a sound contact made on previous afternoon. Course  $241^{\circ}$  (T), speed 23 knots. At 0221 surface contact now bearing  $061^{\circ}$  (T), 25,000 yards on course  $225^{\circ}$  (T), speed 21 knots, and joining disposition. Carriers maintained air combat air and anti-submarine patrols throughout the daylight hours. At 0930 unidentified aircraft reported by carrier bearing  $105^{\circ}$  (T), 135 miles, closing. Fighters vectored out to intercept. Unidentified aircraft closed to 90 miles and then turned away. Possibly made contact and reported our position. At 2040 observed light on horizon bearing  $195^{\circ}$  (T). 2135 U.S.S. SOUTH DAKOTA reported surface contact  $055^{\circ}$  (T), distance 23 miles. 2332 U.S.S. NEW JERSEY reported surface contact bearing  $302^{\circ}$  (T), distance 8 miles.

26 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	$2^{\circ} 03.5'$ S.	$1^{\circ} 57.7'$ S.	$1^{\circ} 39.8'$ S.
Long.	$156^{\circ} 40.0'$ E.	$155^{\circ} 53.4'$ E.	$154^{\circ} 22.2'$ E.

Steaming as before. At 0220 surface contact of about four ships bearing  $124^{\circ}$  (T), distance 42,000 yards, probably task groups 34.7 and 34.8 proceeding to fueling rendezvous. At daylight rendezvoused with Task Unit 34.7.1 and formed fueling disposition 5-Fox on base course and axis  $285^{\circ}$  (T) at fueling speed 8 knots. Tankers at center in line of bearing normal to base course. Destroyers on bent line screen 3,000 yards ahead of tankers. Unfueled CA's on starboard beam of tankers at intervals of 2,000 yards. BB's in line of bearing normal to course 2,000 yards astern of tankers. Fueled cruisers and carriers 2,000 yards astern of BB's. Unfueled carrier between tanker and sound screen. Ships not fueling zig-zag independently. Conducted machine gun practices astern of disposition using Kingfishers as towing planes, by divisions, in following order: BatDiv 8, 9, CruDiv 4, and carriers. Each firing unit allowed two-hour period. While firing during first period furnished towing services to destroyer screen. Provided services for carrier firing during afternoon. At 1415 U.S.S. MEADE made attack with depth charges on submarine contact bearing  $148^{\circ}$  (T), distance 19,000 yards. U.S.S. MEADE reported two more good contacts and remained in area to search. 1500 Fueling operations completed.

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Tankers left formation and proceeded independently. Recovered aircraft and commenced forming cruising disposition 5-Roger on course 285° (T), axis 075° (T). U.S.S. MASSACHUSETTS in station 3.5105. 1805 U.S.S. PORTLAND reported unidentified aircraft 194° (T), distance 44 miles; possible land-based search plane. At 2100 changed course to 305° (T). 2330 Radar surface target 105° (T), distance 21 miles, course of contact 296° (T) at 16 knots.

Ammunition expended for machine gun practice:

637 cartridges, 40 MM  
2,234 cartridges, 20 MM.

27 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 35.6' S.	0° 19.6' S.	0° 07.5' S.
Long.	151° 23.8' E.	150° 22.1' E.	148° 36.4' E.

Steaming as before. At 0837 commenced changing stations to conform with Task Group Commander 58.3 formation 5-Roger. MASSACHUSETTS assigned station 4.5320 as signalled by Commander Task Group 58. U.S.S. LEXINGTON in station 1.5090 as guide. At 1219 Task Group 58.3 consisting of the U.S.S. YORKTOWN, U.S.S. LANGLEY, U.S.S. PRINCETON, U.S.S. CANBERRA, U.S.S. SAN JUAN, U.S.S. MAURY, U.S.S. CRAVEN, U.S.S. GRIDLEY, U.S.S. McCALL, U.S.S. CASE, U.S.S. STANLEY, U.S.S. AUSBURNE, U.S.S. DYSON, U.S.S. CONVERSE, U.S.S. SPENCE, and U.S.S. THATCHER joined up and took assigned stations in formation 5-Roger. Guide in U.S.S. YORKTOWN in formation center bearing 215° (T), distance 4,500 yards, course 285° (T), and axis 075° (T). 1209 Rear Admiral GINDER, U.S. Navy, in U.S.S. YORKTOWN assumed tactical command of Task Group 58.3. Task Group 58.9 now dissolved, DesRon 46 detached to report to Task Group Commander of 58.1.

Task Group Organization

Carrier Task Group Three (Task Group 58.3)

Carrier Unit (Task Unit 58.3.5) -- Rear Admiral GINDER

YORKTOWN (F) (Air Group 5)  
LEXINGTON (FF) (Air Group 16) (CTF 58, Vice Admiral MITSCHER)  
LANGLEY (Air Group 32)  
PRINCETON (Air Group 23)

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Support Unit (Task Unit 58.3.1) -- Vice Admiral LEE

Battleships (Task Unit 58.3.12) -- Vice Admiral LEE

BatDiv 8 (Temp.) -- Rear Admiral DAVIS

U.S.S. MASSACHUSETTS (F)

U.S.S. NORTH CAROLINA (FF)

BatDiv 9 -- Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)

U.S.S. ALABAMA

Cruisers (Task Unit 58.3.13) -- Rear Admiral OLDENDORF

U.S.S. LOUISVILLE (F)

U.S.S. PORTLAND

U.S.S. INDIANAPOLIS

U.S.S. CANBERRA

U.S.S. SAN JUAN

Screening Unit (Task Unit 58.3.4) -- Captain HIGGINS

DesRon 6 -- Captain HIGGINS

MAURY (F)

CRAVEN

GRIDLEY

McCALL

CASE

DesDiv 28 -- Commander BECK

BANCROFT

CALDWELL

EDWARDS

FRAZIER

MEADE

DesRon 23 -- Commander CAVENAGH

STANLEY

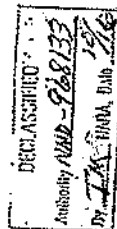
C.F. AUSBURNE

DYSON

CONVERSE (F)

SPENCE

THATCHER

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Immediate superior in command -- Vice Admiral MITSCHER in the U.S.S. LEXINGTON, Commander Task Force 58.

During daylight hours the three carrier task groups were formed in compliance with ComGenPac despatch and Operation Plan no. CEN 8-44 and formed Fleet Cruising Disposition 5-Tare. Received Officer Messenger mail from U.S.S. MEADE.

28 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	00 37.8' N.	00 38.9' N.	00 45.7' N.
Long.	1450 19.3' E.	1440 34.6' E.	1420 38.4' E.

Steaming as before. At dawn commenced fueling operations, topping off all destroyers, in formation 5-Roger at speed 10 knots on course 2750 (T). Ships not fueling zig-zag independently on station. Delivered the following fuel at 600 F.:

U.S.S. BANCROFT -- 25,390 gallons  
U.S.S. CALDWELL -- 30,015 gallons  
U.S.S. DYSON -- 32,625 gallons

Time for fueling 0723 to 1002. Fueling operation for formation completed at 1015. At 1126 changed station to station assigned in Commander Task Group 58.3 Operation Order No. G6-44 dated 27 March 1944. U.S.S. MASSACHUSETTS assigned to station 4.5040.

Received Officer Messenger mail from the U.S.S. CALDWELL.

At 1420 U.S.S. LEXINGTON reported unidentified aircraft bearing 2880 (T), distance 45 miles. At this time A.S.P. was having trouble with "weak lights" resulting in numerous unidentified aircraft reports. O.T.C. changed formation to 5-Victor-Dog. U.S.S. MASSACHUSETTS station 4030. Course 2750 (T) and axis 0750 (T). Ship went to Air Defense stations and set Material Readiness Zebra. Unidentified aircraft intercepted by fighter and positively identified as B-24. B-24 escorted by fighter to center of formation and identified as shore based search sector aircraft. O.T.C. continued to exercise task group in emergency measures. At 1521 formed cruising formation 5-Victor-Nan and

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continued emergency maneuver drill. U.S.S. MASSACHUSETTS station 4.5040. 1555 Formed cruising formation 5-Roger. Secured from Air Defense stations and set Condition of Readiness II-Able and Material Readiness Yoke.

Aircraft placed in Condition of Readiness number nine.

At 2000 changed fleet course to 300° (T).

At 2335 U.S.S. McCALL, a picket, reported an unidentified aircraft bearing 288° (T), distance 12 miles. Went to Air Defense stations and set Material Readiness Zebra. Contact reported was identified as rain cloud. Secured from Air Defense and set Condition of Readiness II and Material Readiness Yoke.

29 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	20 47.5' N.	30 16.6' N.	40 05.8' N.
Long.	139° 09.9' E.	138° 22.2' E.	136° 40.9' E.

Steaming as before enroute to attack point for air bombardment of Japanese Advanced Base, Palau Island, by carrier aircraft present. Carriers maintaining ASP and CAP throughout the daylight hours. At 0500 U.S.S. LEXINGTON reported surface contact 197° (T), 30,000 yards and U.S.S. BUNKER HILL has contact 046° (T), 40,000 yards. U.S.S. LEXINGTON identified BUNKER HILL contact as two friendly destroyers. We have rain squall on U.S.S. LEXINGTON contact. U.S.S. MEADE sent to investigate LEXINGTON contact and reported it to be a rain squall. 1310 U.S.S. LEXINGTON reported her fighters shot down one Japanese aircraft, type "Betty". During period 1310 to 1713 several unidentified aircraft were reported by various ships that soon were identified as friendly. Several planes had weak recognition signals which would not show up at long ranges. Planes in that status were ordered to stay inside 10 miles of formation. At 1713 ASP patrol reported sighting Japanese type "Betty" plane. Fighters were vectored out and plane immediately eliminated at about 35 miles 302° from formation. 1722 Another

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Japanese aircraft type "Betty" was sighted by ASP and fighters vectored out. Plane was sighted but never shot down. Last report fighters were still searching. Plane more than likely reported to base and returned to base. 1740 Set course 290° (T). 1923 Raid 1 designated bearing 270° (T), 55 miles. 1944 Went to General Quarters. Between 1923 and 2400 seven raids were designated and closed this formation. None of the raids were favorable targets for this vessel. At 1945 formed battle disposition 5-Victor-Nan, U.S.S. MASSACHUSETTS in station 4.5040. Maneuvered at various speeds and courses to avoid attacks by placing stern to direction of attack. 2053 After recovery of all aircraft O.T.C. gave orders to open fire on good solution in accordance with doctrine. 2054 Observed gunfire from ships ahead and sighted plane on fire crossing ahead from port to starboard. Plane crashed in water bearing 005° (R) and immediately burst into flames. From 2120 to 2140 observed sporadic gunfire from Task Groups 58.1 and 58.2. 2240 Unidentified aircraft observed passing overhead from starboard to port. Attacks completed and remaining aircraft tracked on course for base at Palau Island. Set Condition One-Easy and Material Condition Yoke for ventilation only. Destroyer screen moved out to circle six.

30 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 38.3' N.	5° 44.0' N.	5° 55.3' N.
Long.	134° 14.6' E.	134° 30.9' E.	135° 24.2' E.

Steaming as before in formation 5-Victor-Nan with destroyer screen on circle six en route to initial point for aerial bombardment of Palau Island by carrier based planes. This is "King Day". At 0635 carriers commenced launching initial strikes and ASF and CAP patrols. Strikes and patrols maintained throughout the day in accordance with air plan contained in ComTaskFor Operation Order No. 4-44, a total of six strikes per carrier task group. Control of the air was gained immediately after first strike by VF aircraft. At 1415 formed cruising disposition 5-Roger. 1943 Went to General Quarters for dusk alert. 1945 Various reports of unidentified aircraft, most of which were identified as friendly aircraft returning from last strike. U.S.S. MASSACHUSETTS reported unidentified aircraft 115° (T) distance 11 miles, which closed formation at altitude of 20,000 feet. Plane was taken under fire

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By: J.A. WMA, Date: 1/16

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by various ships but not brought down. At 2036 all friendly planes recovered and O.T.C. reported radar screens all clear. 2044 Unidentified aircraft at 320° (T), distance 30 miles, designated Raid I by LEXINGTON. 2046 Unidentified aircraft reported by LEXINGTON bearing 100° (T), distance 20 miles, designated Raid II. Raid I estimated to be 10 to 12 planes. 2047 Raid II at 081° (T) distance 9½ miles, and consists of 3 to 5 planes, closing fast. 2048 Raid II broken up into three parts, Raid II-A at 080° (T), 7½ miles; Raid II-B at 095° (T) 14 miles. Raid II-A passed under stern at distance of 1½ miles and taken under fire by secondary battery. 2049 Unidentified aircraft at 305° (T), 8 miles and 015° (T), 7 miles and 15 miles. 2107 U.S.S. ALABAMA reported possible use of windows at 010° (T), 30 miles. At 2117 Raid IV designated at 025° (T), 24 miles; two planes. 2117 Raid III at 098° (T), 17 miles. 2123 Raid III closing 070° (T), 16 miles. 2125 Raid IV closing at 080° (T) 9 miles. Turned to southward and then northward at 2126 and closing at 075° (T), 8 miles. 2133 Raids III and IV eliminated by gunfire by Task Group 58.2. 2145 Raid I at 052° (T) 45 miles. Raid I never closed formation and may have acted as tracking plane directing attacks. 2146. Raid VII designated at 120° (T), 60 miles. 2148 Raid V now at 105° (T), 8½ miles. Raid V closed to 040° (T) 5 miles and turned north. 2207 Raid VII closed formation and used windows. Caused tracking director equipped with TD Mk. IV radar to become confused as to true pips to follow. Use of windows easily identified and not effective against search radar but gave some trouble to fire control radars in obtaining good solution. Marked tendency to lag behind and stay on window. Raid VIII closed with Raid VII and these turned to northward and at 2345 was 315° (T), 30 miles, headed for base. Attacks apparently completed and raids tracked proceeding to base. During the attacks the formation was in battle formation 5-Victor-Nan. The formation was maneuvered at high speeds and emergency turn signals by the O.T.C. to keep attacking raids astern of the formation. For complete details of the action see Commanding Officer's Action Report BB59/A9/A16-3/, secret serial 0014, dated April 5, 1944. Ammunition expended:

119 projectiles 5"/38 cal. AA Common with Mk. 32 fuze:

Lot WK -- 22

Lot X -- 73

Lot V -- 24

119 charges 5"/38 cal. flashless:

65 SPDN 3968

16 SPDN 3547

38 SPDN 5274.

DECLASSIFIED  
 Authority: NND-928133  
 Date: 12/14/04

BB59/A12-1/A16-3/

U.S.S. MASSACHUSETTS

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WAR DIARY

31 March 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	7° 54.6' N.	7° 57.9' N.	7° 08.4' N.
Long.	136° 22.8' E.	136° 27.4' E.	137° 30.1' E.

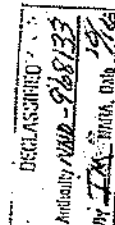
Steaming as before, proceeding to northward with Task Group 58.2 in fleet disposition 5-William to attack point for King plus One Day operations against Palau Island by Task Groups 58.2 and 58.3. Task Group 58.1 proceeding independently for operations against Yap Island on King Plus One Day. Task Group 58.3 in formation 5-Victor-Nan with destroyer screen on circle six, course 040° (T), speed 16 knots, zig-zagging. At 0318 U.S.S. LEXINGTON reported surface contact at 346° (T), 52,000 yards and amplified at 0333 to bear 344° (T), distance 23 miles. Evaluated to be Blue submarine on station east of Palau Island. Course of contact 206° (T), speed 10. This contact was never on U.S.S. MASSACHUSETTS radar screens. At 0507 Task Group 58.2 reported surface contact 102° (T), 35,000 yards on course 300° (T), speed 15 knots. Two destroyers dispatched by 58.2 to investigate. Contact was identified as Japanese AK (small) and was destroyed by gunfire. 0606 Lookouts reported AK on fire and sinking. 0654 U.S.S. LEXINGTON launched night fighters. 0700 Commenced King plus One Day operations against Palau Island. By 0740 four raids were designated between formation and objective. Fighter strike ordered to intercept en route to target. None of the raids closed the formation. At 0751 formed battle formation 5-Victor-Nan. Strikes in air ordered not to proceed to target until situation cleared. Strikes ordered in to target area at 0801. At 0829 set Readiness Condition I-Easy. Carriers maintaining strikes, ASP and CAP as scheduled. 1400 U.S.S. MASSACHUSETTS assumed rescue plane duty during absence of U.S.S. ALABAMA planes on a rescue mission. 1510 Set Condition of Readiness II-Able. 1555 Carrier operations for King plus One Day completed. Commenced retirement to rendezvous with Task Group 58.1 and thence to attack point for King plus 2 Day operations against Woleai Island. 1608 Formed cruising formation 5-Roger. At 1946 went to General Quarters for dusk alert. At 2003 formed Battle formation 5-Victor-Nan. 2200 Unidentified aircraft reported

14

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U.S.S. MASSACHUSETTS

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WAR DIARY

at 335° (T), 35 miles, course 260° (T), speed 180 knots, and faded from screen at 310° (T), 40 miles. Plane on course headed for Palau Island. 2225 Set Condition of Readiness I-Easy. Screen ordered out to circle six by O.T.C.

Submitted:

*D. Carlson*  
D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

Approved:

*T. D. Ruddock*  
T. D. RUDDOCK,  
Captain, U.S. Navy,  
Commanding

Copy to:  
CinCPac

DECLASSIFIED  
Autholity NND-968133  
By IA Date 10/1/65

File No.  
BB59/A12-1/A16-3/

**F-48**

5872  
023620  
R.S. N.

DECLASSIFIED  
Authority: NND-988133  
By: JIA Date: 1/16/06

U.S.S. MASSACHUSETTS 60/ahc

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WAR DIARY

1 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	6° 39.4' N.	6° 26.0' N.	5° 04.0' N.
Long.	141° 27.9' E.	142° 28.5' E.	144° 11.8' E.

Steaming in company with Task Force 58, U.S.S. MASSACHUSETTS assigned to Task Group 58.3 (Carrier Task Group), organization as follows:

Carrier Task Group Three (Task Group 58.3)

(a) Carrier Unit (Task Unit 58.3.5) -- Rear Admiral GINDER

YORKTOWN (F)	(Air Group 5)	
LEXINGTON (FF)	(Air Group 16)	(CTF 58, Vice Admiral
LANGLEY	(Air Group 32)	MITSCHER)
PRINCETON	(Air Group 23)	

(b) Support Unit (Task Unit 58.3.1) -- Vice Admiral LEE

(1) Battleships (Task Unit 58.3.12)

BatDiv 8 (Temp.) -- Rear Admiral DAVIS

U.S.S. MASSACHUSETTS (F)  
U.S.S. NORTH CAROLINA (FF)

BatDiv 9 -- Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)  
U.S.S. ALABAMA

(2) Cruisers (Task Unit 58.3.13) -- Rear Admiral OLDENDORF

LOUISVILLE (F)  
PORTLAND  
INDIANAPOLIS  
CANBERRA  
SAN JUAN

72998 **FILMED**

(58)

*Recorded*

CONFIDENTIALWAR DIARY(c) Screening Unit (Task Unit 58.3.4) -- Captain HigginsDesRon 6 -- Captain Higgins

MAURY	GRIDLEY
CRAVEN	McCALL
CASE	

DesDiv 28 -- Commander BECK

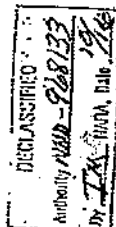
BANCROFT	EDWARDS
CALDWELL	FRAZIER
MEADE	

DesRon 23 -- Commander CAVENAGH

STANLEY	CONVERSE (F)
C. F. AUSBURNE	SPENCE
DYSON	THATCHER

RearAdmiral GUNDER, U.S. Navy, Task Group Commander in U.S.S. YORKTOWN. Immediate Superior in Command, Vice Admiral MITSCHER in U.S.S. LEXINGTON, Commander Task Force 58.

Task Group en route to initial point for air bombardment of Woleai Island by combined Task Force 58. At 0629 U.S.S. MASSACHUSETTS relieved U.S.S. ALABAMA of plane rescue duty, planes on readiness of 15 minutes' notice throughout the day. Carriers commenced launching initial strikes, ASP and CAP patrols. Maintained continuous flow of strikes toward the target. 0955 Formed cruising formation 5-Roger, having been in battle formation 5-Victor-Nan carried over from 31 March 1944. MASSACHUSETTS in station 4.5040 on axis 075° (T), course 130° (T). Made various courses and speeds to conform with flight operations. 1027 U.S.S. CONVERSE reported and investigated object in water bearing 008° (T), distance 5 miles. Object was small Japanese boat with two occupants, who were made prisoners of war and boat sunk. 1156 U.S.S. CABOT and aircraft over target area reported sighting 16 Japanese aircraft, type "Betty". 1159 Formed battle formation 5-Victor-Nan. Went to Air Defense stations and set Material Condition Zebra. Aircraft in target area reported fighter shooting down

CONFIDENTIALWAR DIARY

Japanese aircraft that were airborne. 1325 U.S.S. NORTH CAROLINA left station with U.S.S. CASE, McCALL, and GRIDLEY as screening vessels to fuel U.S.S. STANLEY, who was low on fuel. Screens ordered out to circle six by O.T.C. 1354 Set Condition of Readiness II-Able as imminence of an air attack improbable. 1428 U.S.S. NORTH CAROLINA and destroyers regained formation and took up old assigned stations. 1519 Operations against Woleai Island completed. Commenced retirement to southward to fueling rendezvous and to base to eastward. Set fleet course 160° (T). Speed 22 knots. 1920 Set condition of radar silence #3. Carriers have radar guard duties. Secured from plane rescue duty at sunset.

2 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 34.0' N.	0° 38.5' N.	0° 17.3' N.
Long.	145° 24.9' E.	146° 09.7' E.	147° 25.7' E.

Steaming as before, retiring to base after aerial bombardment of Palau, Yap, and Woleai Islands, on fleet course 160° (T) at fleet speed 22 knots. 0808 Formed cruising formation 5-Roger. 1051 U.S.S. NORTH CAROLINA reported unidentified aircraft at 240° (T), 94 miles, and later identified as friendly. 1024 Changed fleet course to 130° (T). 1204 Commenced fueling operations in formation 5-Roger on fueling course 105° (T) at fueling speed 10 knots. Vessels not engaged in fueling destroyers zig-zag on station independently. Delivered to the below listed vessels the quantity of fuel indicated, at 60° F.

U.S.S. CASE -- 71,410 gallons  
 U.S.S. FRAZIER -- 87,390 gallons  
 U.S.S. CALDWELL -- 89,980 gallons.

1905 Fueling operations completed. Changed fleet course to 100° (T) and fleet speed to 16 knots. 2240 U.S.S. CONVERSE reported possible submarine contact and lost contact at 2255.

3 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 10.6' S.	0° 20.1' S.	0° 36.8' S.
Long.	150° 11.2' E.	151° 07.8' E.	152° 04.2' E.

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U.S.S. MASSACHUSETTS

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WAR DIARY

Steaming as before, retiring to base after aerial bombardment of Palau, Yap, and Woleai Islands. Numerous unidentified aircraft reported throughout the day, all identified as friendly. Weather generally overcast throughout the day. Carriers maintained CAP and ASP patrol until about 1500, when all planes were recalled due to weather front. Remained in weatherfront for the rest of the day.

4 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 10.0' S.	1° 11.0' S.	0° 08.0' S.
Long.	156° 15.7' E.	156° 44.7' E.	158° 18.2' E.

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands, after aerial bombardment of Palau, Yap, and Woleai Islands. Remained in weather front throughout the day. Due to weather, CAP and ASP patrols were grounded. 0848 Changed course to 090° (T). 1200 Changed course to 060° (T). Fleet speed throughout the day 17 knots and zig-zagging using plan 6 during daylight period.

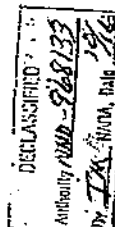
5 April 1944 (East Longitude Date)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 32.2' N.)	2° 03.0' N.)	3° 06.0' N.)
Long.	160° 42.7' E.) E.P.	161° 28.0' E.) E.P.	163° 18.8' E.) E.P.

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands, after aerial bombardment of Palau, Yap, and Woleai Islands. Overcast weather with frequent line squalls persisted throughout the day. All aircraft grounded due to uncertain weather. No navigational observations possible throughout the day. 1830 Changed course to 050° (T). 1946 Changed course to 055° (T).

5 April 1944 (West Longitude Date)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	4° 46.0' N.	5° 21.9' N.	6° 33.8' N.
Long.	165° 38.9' E.	166° 34.6' E.	167° 54.3' E.

CONFIDENTIALWAR DIARY

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands, after aerial bombardment of Palau, Yap, and Woleai Islands. Weather continued overcast until about 1400, when observations of the sun were possible. All aircraft continued to be grounded throughout the day. At 0000 changed time and date to correspond to that of zone /12. At 0900 Commander Task Force 50 directed task group commanders to proceed to port independently, order of entry 58.2, 58.3, and 58.1. Changed course to 040° (T). 1430 Changed course to 035° (T). 1505 Changed course to 030° (T). 1700 Changed course to 075° (T).

6-7 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	7° 26.7' N.	Entering and at anchor in Berth 76,	
Long.	170° 36.8' E.	Majuro Atoll, Marshall Islands.	

Steaming as before, retiring to base at Majuro Atoll, Marshall Islands group, after aerial bombardment of Palau, Yap, and Woleai Islands. Carriers launched aircraft for ASP, relieved by battleship aircraft when entry into port was ordered at 0900. Order of entry, carriers, battleships, cruisers, and destroyers. Recovered aircraft upon anchoring. Conducted test of Mark 32-10 fuzes, expending the following ammunition:

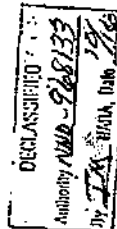
24 projectiles 5"/38 cal. AA Com. Mk. 35 with a Mk. 32 fuze.  
 24 charges, 5"/38 caliber:  
     14 SPD 4744  
     9 SPD 4977  
     1 SPD 4937.

At 1219 passed channel entrance buoys abeam to port and starboard, proceeding on various courses at various speeds approaching anchorage. At 1313 anchored in Berth 76, Majuro Atoll, Marshall Island Group. Set the port war watch and normal port routine, Material Condition X-ray during daylight hours and Yoke during the hours of darkness. Ship placed on six hours' readiness for getting underway. Radar guard duty as assigned by ComBatPac. Senior Officer Present Afloat is ComCenPac in U.S.S. NEW JERSEY. SOPA administrative is ComSerRon TEN in U.S.S. PRAIRIE. Commenced routine schedule of ship's maintenance and repair, training and recreation of personnel. Commenced readiness for sea routines. At 1842 U.S.S. SARANAC came alongside to starboard and commenced

BB59/A12-1/A16-2/

U.S.S. MASSACHUSETTS

60/ahc



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WAR DIARY

delivering fuel at 1905. At 2318 completed fueling, having received 1,308,342 gallons of burnable fuel at 60° F.

On 7 April U.S.S. SARANAC cleared starboard side, fueling operations having been completed. Commenced provisioning ship to required 90 day supply. Ship placed on 24 hours' readiness for getting underway by CTG 58.3.

Submitted:

*Carlson*  
D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

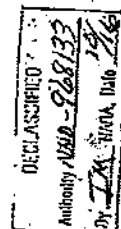
Approved:

*T. D. Rudbeck*  
T. D. RUDBECK,  
Captain, U.S. Navy,  
Commanding.

BB59/A12-1/A16-3/

U.S.S. MASSACHUSETTS

60/ahc

~~CONFIDENTIAL~~WAR DIARY

II-Able. At 1105 placed aircraft in Condition of Readiness II for Aircraft Rescue Duty. At 1517 catapulted plane #01413 for aircraft rescue mission, pilot Lieutenant C. C. AINSWORTH, U.S.N., passenger MOUDY, D. L., ARM lc, 410-75-98, U.S.N.R., to attempt rescue of pilot shot down over TRUK ATOLL by anti-aircraft fire. At 1712 recovered plane #01413, returned from rescue mission, having picked up Lieut. (jg) C. L. LOFTIN, U.S.N.R., 1.5 miles northeast of UDOT ISLAND in the lagoon of TRUK ATOLL in range of enemy anti-aircraft batteries. 1830 All air strikes recovered and operation against TRUK completed. Commenced retirement on course 040° (T) at speed 18 knots. At 1900 unidentified aircraft in vicinity near own aircraft being recovered prior to sunset. At about 1914 observed aircraft dive out of clouds on U.S.S. LEXINGTON and release bomb and retire to westward. Bomb fell short of vessel's port side, about 100 yards. Aircraft taken under fire by the U.S.S. LEXINGTON. U.S.S. MASSACHUSETTS guns could not bear on target. Aircraft identified as a Japanese dive-bomber, type "Kate" or "Val". 1915 Went to Air Defense stations and set Material Condition Zebra. U.S.S. ENTERPRISE launched two night fighters which proceeded to TRUK area. At 2034 set Condition of Readiness II and Material Condition Yoke. At 2119 changed course to 090° (T). At 2140 U.S.S. ENTERPRISE recovered two night fighters. At 2141 changed course to 030° (T). At 2300 changed course to 140° (T), proceeding to area of operations for Dog plus two day, surface bombardment of PONAPE ISLAND by battleships.

Submitted:

*D. Carlson*  
D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

Approved:

*W. W. Warlick*  
W. W. WARLICK,  
Captain, U.S. Navy,  
Commanding.

BB59/A12-1/A16-3/

U.S.S. MASSACHUSETTS

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~~CONFIDENTIAL~~WAR DIARY

8-12 April 1944

Moored in berth #76, Darritt Anchorage, Majuro Atoll of the MARSHALL ISLAND group. The Port War Watch is set and Material Condition Yoke from sunset to sunrise, and Material Condition X-ray from sunrise to sunset. The ship is in readiness for getting underway on twenty-four hours' notice. Radar guard as directed by ComBatPac. Senior Officer Present Afloat is ComCenPac in U.S.S. NEW JERSEY, and Administrative SOPA is ComSerRon TEN in the U.S.S. PRAIRIE. U.S.S. MASSACHUSETTS assigned to Task Group 58.3, Task Group organization as follows:

Carrier Task Group Three (Task Group 58.3)(a) Carrier Unit (Task Unit 58.3.5), Rear Admiral Ginder

YORKTOWN (F)	(Air Group 5)
LEXINGTON (FF)	(Air Group 16) (CTF 58, Vice Admiral MITSCHER)
LANGLEY	(Air Group 32)
PRINCETON	(Air Group 23)

(b) Support Unit (Task Unit 58.3.1), Vice Admiral LEE, Jr.(1) Battleships (Task Unit 58.3.12)BatDiv 8 (Temporary), Rear Admiral DAVIS

U.S.S. MASSACHUSETTS (F)  
U.S.S. NORTH CAROLINA (FF)

BatDiv 9 -- Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)  
U.S.S. ALABAMA

(2) Cruisers (58.3.13), Rear Admiral OLDENDORF

LOUISVILLE (F)  
PORTLAND  
INDIANAPOLIS  
CANBERRA  
SAN JUAN

DECLASSIFIED  
Authority: 1480-928133  
Dr. J.A. HINDA, Date: 1/18/86

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U.S.S. MASSACHUSETTS

60/ahc

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WAR DIARY

(c) Screening Unit (Task Unit 58.3.4) -- Captain HIGGINS

DesRon 6 -- Captain Higgins

MAURY  
CRAVEN  
McCALL  
GRIDLEY  
CASE

DesDiv 28 -- Commander Beck

BANCROFT (F)  
CALDWELL  
EDWARDS  
FRAZIER  
MEADE

DesRon 23 -- Commander Cavenagh

STANLEY  
C. F. AUSBURNE  
DYSON  
CONVERSE (F)  
SPENCE  
THATCHER

Task Group Commander, Rear Admiral GINDER in U.S.S. YORKTOWN, and  
Immediate Superior in Command Vice Admiral MITSCHER in U.S.S.  
LEXINGTON, Commander Task Force 58.

Ship carrying on normal port routine, upkeep, maintenance  
and repair commensurate with 24 hour readiness restriction.  
Provisioning ship, taking on ammunition, stores, and fuel and  
making all preparations for operations at sea. Carrying on routine  
training and instruction of crew and granting recreation when  
possible.

On 8 April at 1155, after completion of drills and personnel  
and ship inspection by Captain T. D. RUDDOCK Jr., U.S.N., and  
Captain W. W. WARLICK, U.S. Navy (prospective relief), all hands  
were assembled aft for change of command ceremonies. Captain

BB59/A12-1/A16-3/

U.S.S. MASSACHUSETTS

60/ahe

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WAR DIARY

T. D. RUDDOCK, Jr., U.S. Navy, read his orders of detachment BB59/F16-4/00 dated 2 April 1944. Captain W. W. WARLICK, U.S. Navy, read his orders as Commanding Officer, Pac-026-wt, F16-3/OK, Serial 1913, dated 31 March 1944, and relieved Captain T. D. RUDDOCK, Jr., U.S. Navy as Commanding Officer of the U.S.S. MASSACHUSETTS.

On April 8, 1944, received the following ammunition from ComSerRon TEN:

1722 projectiles, 5"/38 caliber, AA Common, Mk. 28  
B.D. fuze.  
558 charges 5"/38 caliber smokeless SPD 4960.  
184 charges 5"/38 caliber flashless, SPD 5323.

The following ammunition was transferred to ComSerRon TEN:

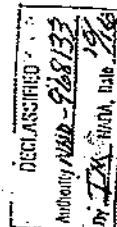
139 charges 5"/38 caliber smokeless, SPD 4977 -- defective cases.

On April 11, 1944 shifted berths to conduct anti-aircraft machine gun practice at towed sleeve while at anchor during forenoon and 5"/38 caliber practice at towed sleeve during afternoon. Returned to regular anchorage, berth #76, at 1653. Expended the following ammunition:

2,267 cartridges, 40 MM.  
4,350 cartridges, 20 MM.  
148 projectiles, 5"/38 caliber AA Common Mk. 18 fuze.  
149 charges 5"/38 caliber SPD 4747.

On 12 April received the following ammunition from the U.S.S. LASSEN:

148 projectiles, AA Common Mk. 28 fuze, 5"/38 caliber.  
43 projectiles, AA Common Mk. 32 fuze, 5"/38 caliber.  
150 charges 5"/38 caliber, SPD 5206.  
360 cartridges, H.E.I., 20 MM.



~~CONFIDENTIAL~~WAR DIARY

13 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	At anchor, Berth #76, Majuro Atoll,		7° 10.8' N.
Long.	Marshall Islands.		169° 54.5' E.

Anchored as before. 1145 Completed all preparations for getting underway. At 1201 underway in accordance with Commander Task Force 58 sortie plan and Commander Task Group 58.3 sortie plan to carry out Commander Task Force 58 Operation Plan no. 5-44 dated 9 April 1944 and Commander Task Group 58.3 supporting Operation Order R-1-44 dated 11 April 1944. U.S.S. MASSACHUSETTS assigned to Task Group 58.3.

Task Group Organization

## Carrier Task Group Three (TG 58.3)

(a) Carrier Unit (Task Unit 58.3.5), Rear Admiral REEVES.

ENTERPRISE (F)	(Air Group 10)
LEXINGTON (FF)	(Air Group 16) (CFF 58, Vice Admiral MITSCHER)
LANGLEY	(Air Group 32)
PRINCETON	(Air Group 23)

(b) Support Unit (Task Unit 58.3.1), Vice Admiral LEE.(1) Battleships (Task Unit 58.3.12)BatDiv 8 (Temporary) -- Rear Admiral G. B. DAVIS.

MASSACHUSETTS (F)  
NORTH CAROLINA (FF)

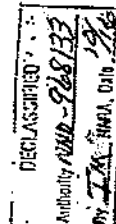
BatDiv 9 -- Rear Admiral HANSON.

SOUTH DAKOTA (F)  
ALABAMA

DECLASSIFIED  
Authority: NND-928733  
By: JAK/MLA, Date: 12/16/96

~~CONFIDENTIAL~~WAR DIARY(2) Cruisers (Task Unit 58.3.13), Rear Admiral OLDENDORFLOUISVILLE (F)  
PORTLAND  
CANBERRA(c) Screening Unit (Task Unit 58.3.4) -- Captain S. R. CLARK.DesRon 23 -- Captain T. B. DUGAN.DesDiv 45CHARLES AUSBURNE (SF)  
A. W. GRANT  
DYSONDesDiv 46CONVERSE (F)  
SPENCE  
THATCHERDesRon 50DesDiv 99C. K. BRONSON (SF)  
COTTEN  
DORTCH  
GATLING  
HEALYDesDiv 100COGSWELL (F)  
CAPERTON  
INGERSOLL  
KNAPP

Commander Task Group 58.3 is Rear Admiral J. W. REEVES, Jr., U.S. Navy and Immediate Superior in Command Vice Admiral M. A. MITSCHER, U.S. Navy.



~~CONFIDENTIAL~~

WAR DIARY

At 1350 upon clearing swept channel formed cruising formation 5-Roger on course 060° (T) and axis 075° (T), U.S.S. MASSACHUSETTS in station 4225. At 1435 changed course to 265° (T) to proceed to station in fleet disposition 5-Tare on fleet course 255° (T), fleet axis 075° (T), at fleet speed 15 knots. Task Group 58.3 in station #1. At 1630 in station in fleet disposition 5-Tare. Changed fleet speed to 18 knots.

Ship in Condition of Readiness II-Sugar during daylight and II during darkness. Material Readiness Yoke is set. Aircraft Readiness #9, Radar Silence #5 during daytime and #4 during darkness.

U.S.S. MASSACHUSETTS and U.S.S. LEXINGTON have radar guard "Easy" on even days.

14 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 43.4' N.	5° 15.0' N.	4° 01.9' N.
Long.	167° 16.9' E.	166° 48.5' E.	165° 23.7' E.

Steaming as before, enroute to area to support operations of Task Force 77. At 0310 changed fleet course to 230° (T). During hour before sunrise held radar training exercise Two-Easy, destroyer acting as target vessel. At 1048 formed battle formation 5-Victor, U.S.S. MASSACHUSETTS in station 4.5220, U.S.S. ENTERPRISE guide at center bearing 115° (T), distance 4,500 yards. Formation maneuvered for drill by O.T.C. during simulated air dive bombing attacks by carrier planes. 1222 Formed cruising formation 5-Roger on fleet course 230° (T), formation axis 075° (T). Guide in U.S.S. ENTERPRISE bearing 120° (T), distance 4,000 yards. 2031 U.S.S. ENTERPRISE reported man overboard. Man recovered by U.S.S. SPENCE at 2055. At 2100 set all clocks back one (1) hour to conform with zone /13 (Love) time with zone /12 date.

16 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 50.0' N.	1° 03.0' N.	0° 13.5' N.
Long.	162° 31.1' E.	162° 10.4' E.	160° 34.8' E.

Steaming as before enroute to area to support operations

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of Task Force 77. At 0000 put the clocks ahead 24 hours to conform with zone -11 (Love) time and date. During daylight hours carrier aircraft maintaining A.S.P. and C.A.P. At 0610 U.S.S. CONVERSE, target vessel for surface radar tracking exercise "II-Easy", rejoined formation. 0757 Formed battle disposition 5-Victor on course 230° (T) and axis 075° (T) to conduct exercise 12-Charlie. At 1158 fired machine guns to starboard at sleeves towed by carrier aircraft. 1206 Completed exercise 12-Charlie, having expended the following ammunition:

115 cartridges, 40 MM.

379 cartridges, 20 MM (75 H.E.T. and 304 H.E.).

1221 Formed cruising formation 5-Roger on fleet course 230° (T) and formation axis 075° (T); formation course 260° (T) to close TF 58. 1543 Changed course to 280° (T). 1717 Changed course to fleet course 230° (T); formation in position in fleet disposition. During afternoon held fighter director drill, U.S.S. MASSACHUSETTS controlling two runs. Made one interception and drill attack planes reached objective on second run. Communications with combat patrol very poor, possibly due to location of transmitting antenna and aircraft receivers.

17 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 15.1' S.	1° 18.5' S.	0° 45.6' S.
Long.	157° 46.1' E.	156° 51.0' E.	154° 46.3' E.

Steaming as before enroute to area to support operations of Task Force 77. Carriers maintaining C.A.P. and A.S.P. during daylight hours. Observing radar silence #4 during darkness and radar silence #5 during daylight. 0515 Changed fleet course to 280° (T). At 0847 formed battle formation 5-Victor to conduct exercise 12-A, machine gun practice. 1025 Sighted friendly PBY type plane, probably search plane from MUNDA, New Georgia Island, bearing 240° (T), on southerly course. 1121 Formed cruising disposition 5-Roger on completion of Exercise 12-A. During afternoon, battleships maintained A.S.P. patrol with each ship.

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launching one aircraft at 1210 and 1510. Made aircraft recoveries by Dog method at 1525 and 1820.

At 1506 formed battle formation 5-Victor to conduct Exercise 12-A. 1707 Commenced opening out on guide, maintaining present bearing 115° (T), to fire machine guns. U.S.S. PORTLAND shot down last available sleeve. Exercise 12-A completed for the day. 1743 Formed cruising formation 5-Roger on fleet course 280° (T) at fleet speed 17 knots. At 1830 set all clocks back one (1) hour to conform with zone -10 (King) time.

18 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 09.8' S.	0° 07.1' N.	0° 16.0' N.
Long.	151° 34.6' E.	150° 31.0' E.	148° 48.0' E.

Steaming as before enroute to area to support operations of Task Force 77. Carriers maintaining A.S.P. and C.A.P. during daylight hours. Ship observing radar silence #4 during darkness and radar silence #5 during daylight. At 0644 left station in formation 5-Roger and cleared screen to fire machine guns at towed sleeve, Exercise 12-A. 0713 Completed Exercise 12-A, having expended the following ammunition:

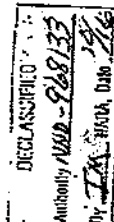
565 cartridges, 40 MM AA Common Mk. 1.  
1,532 cartridges, 20 MM, H.E.  
383 cartridges, 20 MM, H.E.T.

Resumed station in formation 5-Roger.

At 1135 launched one (1) aircraft for anti-submarine patrol and recovered by the Dog method at 1452.

At 1403 sighted unit of Task Unit 50.17 designated to fuel Task Group 58.3.

At 1519 U.S.S. ALABAMA reported unidentified surface contact bearing 243° (T) at 41,000 yards, later identified as carrier and escorts from Task Group 58.1. At 1634 U.S.S. NEOSHO, U.S.S.



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LACKAWANNA, and U.S.S. NESHANTIC joined formation and took stations assigned at center. U.S.S. NEOSHO designated guide at fleet center. Carriers shifted to new stations in modified formation 5-Roger with tankers present.

One unidentified aircraft during the day, which approached formation to about 70 miles. Fighters from U.S.S. LANGLEY vectored out and sighted aircraft but unable to close. Estimate disposition not sighted.

Easter during the day generally overcast with frequent showers and passing through heavy rain squalls.

19 April 1944

Steaming as before enroute to area to support operations of Task Force 77. Carriers maintaining A.S.P. and C.A.P. during daylight hours. Radar Silence 5 in effect during daylight and radar silence 4 in effect at night. 0345 C.T.G. 58.1 reported three unidentified aircraft bearing 333° (T), distance 61 miles, 71 miles from U.S.S. MASSACHUSETTS. U.S.S. HORNET of T.G. 58.1 launched two night fighters. Aircraft designated as Raid I. Went to Air Defense stations at 0405. Aircraft continued to close formation with no friendly identification. Night fighters vectored out and made contact and identified plane as friendly "Black Cat" PBV Catalina. After interception and gunfire by 58.1 aircraft showed proper identification. Planes were night patrols returning to base on course 150° (T) in direction of SEEDLER HARBOR, Admiralty Islands. 0613 Formed fueling formation 5-Fox, bent line screen ahead, followed by cruiser station unit, fueling unit, battleship unit, and carrier unit with 2,000 yards distance between units. Units not fueling zig-zagging independently. Fueling course 090° (T) at fueling speed 10 knots. Ships fueled were CA's, CVL's and DD's. 1150 Fueling exercise completed. U.S.S. NEOSHO, U.S.S. LACKAWANNA, and U.S.S. NESHANTIC cleared formation and proceeded as previously directed. Formed cruising formation 5-Love on course 290° (T) and axis 075° (T). During afternoon exercised Task Group in surface engagement, deploying from formation 5-Love into Battle Disposition Able-1 from U.S.F. 10-A. 1315 U.S.S. BATAAN fighters intercepted and shot down one enemy aircraft, type "Betty". 1457 Completed surface engagement exercise.

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Formed cruising formation 5-Roger on course 090° (T) and formation axis 075° (T). 1543 Changed fleet course to 275° (T) and changed fleet speed to 18 knots.

20 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 19.7' N.	1° 22.7' N.	1° 53.4' N.
Long.	145° 48.5' E.	143° 02.7' E.	140° 44.5' E.

Steaming as before enroute to area to support operations of Task Force 77. Carriers in company maintaining A.S.P. and C.A.P. during the daylight hours. Radar silence #4 in effect during darkness and radar silence #5 during daylight hours. At 0623 commenced topping off destroyers in formation 5-Roger on fleet course 275° (T) at fleet speed 10 knots and completed fueling operations at 0912, having fueled five destroyers. The U.S.S. FRAZIER had difficulty remaining alongside, as she lost both hose lines after receiving them the first time. On the second attempt, the forward fuel hose was destroyed beyond repair. Completed the fueling on the after hose. Until more hose is obtained, can only fuel with the after hose on the starboard side. Delivered the following fuel to the ships indicated at 60° F.:

U.S.S. McCALL	16,175 gallons.
U.S.S. CRAVEN	16,731 gallons.
U.S.S. MEADE	18,590 gallons.
U.S.S. BURNS	14,505 gallons.
U.S.S. FRAZIER	7,958 gallons.

At 0957 U.S.S. ENTERPRISE reported an unidentified aircraft bearing 315° (T), distance 50 miles and at 1012 U.S.S. COMBENS reported her fighters had shot down one (1) Japanese aircraft, type "Betty". At 1036 changed fleet speed to 15 knots and commenced forming fleet disposition 5-William, fleet course 275° (T), fleet axis 000° (T). 1052 U.S.S. CANBERRA reported sighting a submarine periscope 1,000 yards on her starboard beam. Set Material Condition Zebra and executed emergency turn to 035° (T). Contact proved to be false, floating log, resumed fleet course and set Material Condition Yoke. Rotated the formation axis to 000° (T). At 1120 changed

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fleet speed to 20 knots, commencing final run to objective, HUMBOLT BAY, New Guinea. At 1200 changed fleet course to 285° (T). At 1940 changed course to 185° (T). At 2130 Changed course to 180° (T).

21 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 28.9' S.	1° 45.6' S.	1° 32.4' S.
Long.	140° 24.0' E.	140° 49.7' E.	140° 50.6' E.

Steaming as before, making final approach to conduct preliminary air bombardment of Japanese WADKE ISLAND Air Base, HOLLANDIA Air Base, and shore installations in preparation of landing assault by Task Force 77 on D-day, 22 April 1944. Initial pre-dawn strikes delayed due to unfavorable weather. At 0655 weather cleared and all strikes were launched and air plan for day carried out as planned. U.S.S. MASSACHUSETTS conformed to movements of carriers in launching and recovery of aircraft throughout the day, making various courses and speeds. At 1806 all air strikes by Task Group 58.3 completed for D - 1 day. At 1846 set course 330° (T) at 18 knots for retirement during the early night and to avoid interception of Task Force 77.

22 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 22.3' S.	1° 19.9' S.	1° 40.2' S.
Long.	140° 33.5' E.	140° 54.8' E.	140° 54.0' E.

Steaming as before in area to northwest of HUMBOLT BAY, Netherlands New Guinea, in support of operations of Task Force 77, a landing at dawn this date, D-day, 22 April 1944, at Humbolt Bay and TANAH MERAH BAY, Netherlands New Guinea. Carrier aircraft to support operations as directed by Task Force 77 throughout the day. Commencing at 0618 carriers commenced launching aircraft for scheduled operations and to maintain ASP and CAP throughout the daylight hours. At 0602 assumed seaplane rescue duty. At 1100 U.S.S. ALABAMA and U.S.S. SOUTH DAKOTA left formation escorted

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by U.S.S. CAPERTON and U.S.S. INGERSOLL to fuel destroyers of Task Group 58.1. 1647 U.S.S. SOUTH DAKOTA and U.S.S. ALABAMA and escorts rejoined formation, detached duty completed. At 1653 commenced fueling operations in formation 5-Roger on course 335° (T) at 10 knots, BatDiv EIGHT fueling unit. 1828 completed fueling operations, having delivered the fuel indicated at 60° F. as follows:

U.S.S. KNAPP	39,306 gallons
U.S.S. COGSWELL	56,480 gallons.

Aircraft operations for D-day completed. Commenced retirement course 335° (T) at speed 18 knots, reversing course to 180° (T) at 0130 to be on station for Dog / 1 day operations in support of Task Force 77. Task Group 58.1 retired to fueling area at sunset.

23 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 44.2' S.	1° 57.8' S.	1° 27.0' S.
Long.	140° 28.9' E.	140° 12.5' E.	140° 18.1' E.

Steaming as before in area to northwest of HUMBOLT BAY, Netherlands New Guinea, in support of operations of Task Force 77, occupying the HOLLANDIA Area, New Guinea, retiring during the early night, changing course to southward to be in position for strikes at dawn on D / 1 day. Task Force 58.1 operating independently retiring to fueling area for fueling operations. Aircraft carriers maintained ASP and CAP throughout the daylight hours, augmented by aircraft from BatDiv 9. Steaming at various courses and speeds throughout the day in support of and conforming to carrier operations. 1905 U.S.S. ALABAMA reported unidentified aircraft bearing 320° (T), distance 30 miles. 1906 Unidentified aircraft bearing 190° (T), distance 27.5 miles. Went to Air Defense stations in preparation for a possible air attack. 1907 Formed battle formation 5-Victor in course 010° (T), axis 000° (T), U.S.S. MASSACHUSETTS in station 4.5225. 1916 U.S.S. LEXINGTON launched one night fighter. Unidentified aircraft tracked to

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HUMBOLT BAY area. 1924 Observed gunfire on horizon bearing 120° (T), possibly from Task Group 58.2 retiring to fueling area, having left disposition at sunset. Enemy aircraft retired to westward after attack on shore installations. 2142 Formed cruising formation 5-Roger on base course 340° (T), axis 000° (T), U.S.S. MASSACHUSETTS in station 2335. 2144 Secured from Air Defense, and set Condition of Readiness II. Commenced retirement to northwest to return to area of operations to westward (WADKE ISLAND) at dawn on D / 2 day.

24 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	1° 23.9' S.	0° 54.8' S.	0° 58.0' S.
Long.	140° 24.5' E.	140° 22.6' E.	139° 54.0' E.

Steaming as before in area to northwest of HUMBOLT BAY in support of operations by Task Force 77. Targets assigned for D / 2 day fields and installations to westward of HUMBOLT BAY. Task Group 58.2 refueling in fueling area. Carriers maintaining air strikes, ASP and CAP throughout the daylight hours. BatDiv 8 augmenting the ASP patrol with two flights of two aircraft each flight. 1007 Sighted heavy black smoke on horizon bearing 015° (T), later identified as Japanese aircraft shot down by Task Group 58.1 fighter patrol. 1722 Formed battle formation 5-Victor and prepared for defense against air attack, CTF 58 reported air attack imminent. U.S.S. ENTERPRISE launched two night fighters. Four raids were tracked passing formation not closer than 20 miles, enroute to HUMBOLT BAY Area. Night fighters vectored out to intercept and shot down one aircraft. One night fighter, ammunition expended, intercepted nine (9) Japanese bombers and flew formation with them for several minutes, reporting enemy course and speed. Enemy aircraft retired to westward after probable attacks on HUMBOLT BAY area. At 2156 secured from Air Defense stations and set the watch, Condition of Readiness II. At 2232 formed cruising formation 5-Roger on course 090° (T), axis 000° (T), retiring to fueling area to fuel and to rendezvous with Task Group 58.2. Commander Task Force 77 reports air operations by Task Force 58 in support of landing operations no longer required.

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25 April 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 0° 04.6' N.	0° 47.4' N.	1° 14.7' N.
Long. 142° 17.5' E.	142° 20.7' E.	141° 39.2' E.

Steaming as before enroute to rendezvous with Task Group 58.2 and Task Unit 50.17 combined, to fuel commencing at sunrise. At 0624 sighted Task Unit 50.17 (six tankers plus escorts) bearing 309° (T), distance 13 miles. At 0715 formed fueling formation 5-Fox on course and axis 000° (T) at fueling speed 10 knots. Tankers in line of bearing normal to course in two lines of three each line, distance between lines 2,000 yards. Destroyers ahead in bent line screen. Carriers zig-zagging independently ahead of tankers and carriers not fueling zig-zagging astern of fueling line 4,000 yards. At 0826 received tow line from U.S.S. NEOSHO and commenced receiving fuel at 0835. During fueling the bridle line for after hose carried away. After hose was disconnected, the bridle line repaired and fueling resumed, causing about a fifteen minute delay on this hose. 1315 Completed fueling from NEOSHO, having received all the fuel available, about 1,000 barrels short of desired amount, amount of fuel received being 18,722 barrels at 60° F. At 1334 cleared side of NEOSHO and took station to port of U.S.S. NORTH CAROLINA on battleship zig-zag line 2,000 yards astern of the fueling line. ComBatDiv 8 O.T.C. for battleship zig-zag unit, U.S.S. MASSACHUSETTS designated unit guide. At 1632 fueling operations completed by all units of Task Group 58.3. Formed cruising formation 5-Roger on base course 315° (T), formation axis 000° (T). 1652 Set formation speed 18 knots. At 1829 changed formation course to 245° (T). Task Unit 50.17 proceeding independently as previously directed.

26 April 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 0° 00.5' N.	0° 37.4' N.	0° 23.0' N.
Long. 139° 07.4' E.	139° 57.6' E.	141° 58.6' E.

Steaming as before in area northwest of HOLLANDIA Area as covering force for Task Force 77. Carrier task groups operating independently in area. At 0700 changed fleet course to 060° (T). At 0800 lost fuel oil suction on #4 boiler, causing #4 shaft to slow. Other shafts increased to maintain speed. Casualty restored

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at 0810. At 0820 U.S.S. PRINCETON reported her fighters shot down one Japanese aircraft, type "Betty". At 0905 U.S.S. LANGLEY reported unidentified aircraft bearing  $136^{\circ}$  (T), distance 70 miles. PRINCETON fighters were vectored out to intercept and reported shooting down one Japanese aircraft, type "Dinah" at 1000. At 0950 U.S.S. KNAPP left formation to pick up survivors from Japanese plane shot down. At 1159 U.S.S. LEXINGTON reported her fighters shot down one Japanese aircraft, type "Betty". At 1201 changed fleet course to  $095^{\circ}$  (T). At 1202 U.S.S. KNAPP again left formation to pick up Japanese survivors. At 1217 U.S.S. DORTCH and U.S.S. GATLING left formation to proceed on special picket duty. At 1317 U.S.S. LEXINGTON fighters shot down a Japanese type "Betty" aircraft and U.S.S. GATLING directed to pick up survivors. At 1350 U.S.S. KNAPP rejoined formation, having picked up five (5) Japanese survivors, and went alongside U.S.S. LEXINGTON to deliver the prisoners. At 1353 U.S.S. SOUTH DAKOTA sighted a Japanese type "Betty" aircraft on the horizon bearing  $200^{\circ}$  (T), verified by this ship. 1402 U.S.S. LEXINGTON fighters shot down plane reported above. At 1423 U.S.S. GATLING directed to rescue one survivor from plane shot down at 1402. At 1930 changed fleet course left to  $260^{\circ}$  (T). At 2310 Task Group 58.2 reported surface contact  $273^{\circ}$  (T), distance 20.5 miles, identified as U.S.S. DORTCH and U.S.S. GATLING returning to formation from special picket duty.

27 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	$1^{\circ} 15.8' \text{ N.}$	$2^{\circ} 02.5' \text{ N.}$	$1^{\circ} 09.9' \text{ N.}$
Long.	$141^{\circ} 25.4' \text{ E.}$	$142^{\circ} 11.1' \text{ E.}$	$144^{\circ} 00.1' \text{ E.}$

Steaming as before in area to northwest of HUMBOLT BAY as covering force for Task Force 77. Carrier Task Group operating independently but in supporting distance. At 0035 U.S.S. DORTCH and U.S.S. GATLING rejoined formation and took stations previously assigned. At 0200 changed fleet course to  $045^{\circ}$  (T). Carriers maintained ASP and CAP throughout the daylight hours. At 1200 changed fleet course to  $135^{\circ}$  (T). At 1330 U.S.S. CAPEBON came alongside to starboard to deliver officer messenger mail, instructions for next operation and cleared side at 1343. This force is now on retirement course from area of operations in support of landing in HUMBOLT BAY Area, New Guinea, and proceeding to carry out operations, carrier air strike, on TRUK.

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28 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 05.8' N.	1° 18.1' S.	1° 26.3' S.
Long.	146° 51.0' E.	147° 13.4' E.	147° 16.8' E.

Steaming as before in company with Task Force 58 retiring to eastward from area of operations to northwest of HUMBOLT BAY, New Guinea, to rendezvous with Task Unit 50.17 for fueling prior to air bombardment of TRUK by carrier aircraft of Task Force 58. At 0545 U.S.S. MASSACHUSETTS plus U.S.S. CONVERSE and U.S.S. THATCHER left formation to proceed to SEADLER HARBOR, Admiralty Island Group, to rendezvous with U.S.S. INDIANA in accordance with instructions received from ComBatPac and orders of Commander Task Force 58. Set Course 160° (T), speed 21 knots. At 0828 changed course to 165° (T). At 1200 launched two aircraft for anti-submarine patrol and courier plane. At 1414 entered SEADLER HARBOR and anchored in berth #11 at 1437. At 1447 U.S.S. CONVERSE came alongside to starboard to fuel, and to receive ComBatDiv 8 and his staff for transfer to the U.S.S. INDIANA, anchored in the harbor. 1503 Commenced pumping fuel to the U.S.S. CONVERSE. At 1539 completed pumping fuel to the U.S.S. CONVERSE, having delivered 42,620 gallons at 60° F. At 1541 Commander Battleship Division EIGHT hauled down his flag in the U.S.S. MASSACHUSETTS and hoisted his flag in the U.S.S. INDIANA. At 1542 U.S.S. CONVERSE cleared starboard side and went alongside the U.S.S. INDIANA. At 1732 underway from berth 11, SEADLER HARBOR, in company with U.S.S. INDIANA, U.S.S. CONVERSE, U.S.S. THATCHER, U.S.S. PRITCHETT, and U.S.S. CASSIN YOUNG. 1816 Formed column on course 000° (T), order of ships U.S.S. INDIANA and U.S.S. MASSACHUSETTS with antisubmarine screen ahead, proceeding to rendezvous with Task Group 58.3. At 1850 changed course left to 350° (T). Speed 18 knots. At 2245 reported possible surface contact bearing 095° (T), 12,000 yards. At 2350 evaluated surface contact to be rain cloud.

29 April 1944 (East Longitude)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	0° 50.9' N.	1° 32.8' N.	3° 11.6' N.
Long.	148° 54.0' E.	148° 54.0' E.	149° 26.7' E.

Steaming as before, proceeding to rendezvous with Task Group 58.3. At 0000 changed course right to 060° (T). At 0137 had

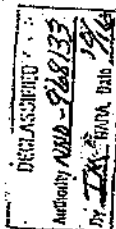
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surface contact bearing 041° (T), distance 32,000 yards, on course 350° (T) at speed of 25 knots. At 0210 lost contact bearing 010° (T) drawing left at range 34,000 yards. At 0635 sighted Task Group 58.3 on horizon bearing 100° (T), distance 20,000 yards. At 0652 joined Task Group 58.3 and was directed to resume old station 4225 in formation 5-Roger. Formation axis 000° (T) and formation speed 10 knots for fueling operations on fueling course 020° (T). At 0850 U.S.S. THATCHER came alongside to deliver mail and cleared side at 0902. At 1059 U.S.S. LEXINGTON reported two unidentified aircraft bearing 037° (T) and were shot down by Combat Air Patrol. Identified as Japanese aircraft, type "Betty". At 1333 fueling exercise completed. Tankers cleared formation. At 1406 rotated formation axis to 060° (T). Set fleet speed at 20 knots, steaming at fleet speed. At 1418 rotated fleet axis to 070° (T). Formed fleet disposition 5-Tare, on fleet axis 060° (T), fleet course 020° (T). Task Group 58.3 in station #1. At 1600 set all clocks ahead two hours to conform with zone -12 time. At 1904 U.S.S. HEALY came alongside to port to deliver officer messenger mail and cleared side at 1906. Task Force 58 enroute to initial point for launching of air bombardment of TRUK.

29 April 1944 (West Longitude)

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	6° 07.1' N.	6° 39.0' N.	6° 32.3' N.
Long.	151° 05.8' E.	151° 37.4' E.	150° 29.8' E.

Steaming as before in company with Task Group 58.3 in Fleet Disposition 5-Tare, with Task Group 58.2 to the north and Task Group 58.1 to south, enroute to initial point to southwest of TRUK to launch air bombardments against that base. Fleet and formation speed 20 knots and fleet and formation course 020° (T). At 0000 set all clocks back 24 hours to conform with zone -12 time. Aircraft operations were delayed due to weather front. At 0715 unidentified aircraft in vicinity reported by Task Group 58.2. At 0717 weather cleared locally, commenced launching initial strike of fighter aircraft followed by bombers. U.S.S. PRINCETON maintained ASP and CAP throughout the day. Fighters enroute to target area reported groups of enemy fighters headed for formation.



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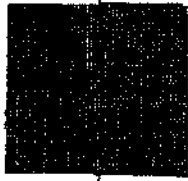
Identified as Japanese, type "Oscar". Group engaged and several shot down by our fighters. At 0810 went to Air Defense for air attack. Set Material Condition Zebra. At 0815 observed gunfire on port bow from Task Group 58.2 and destroyers of screen. Observed two aircraft fall as result of gunfire. Passed through heavy rain squall and on clearing a Japanese plane flew over formation and was taken under fire by the U.S.S. ENTERPRISE. U.S.S. MASSACHUSETTS could not fire due to bearing. Aircraft identified as Japanese type "Oscar". At 0816 formed battle formation 5-Victor to repel air attack. At 0843 gained control of the air. Formed cruising formation 5-Roger, set Condition of Readiness One-Easy. Throughout the day conformed to the maneuvers of the carriers in launching and recovery of air strikes and patrols. At 1303 set Condition of Readiness II-Able. At 1552 observed TBF crash in water off port bow, about 2,500 yards. U.S.S. INGERSOLL recovered survivors. At 1656 U.S.S. PRITCHETT came alongside starboard quarter and transferred Lieut. (jg) F. A. LEVINE, U.S.N.R., pilot of crashed plane from the U.S.S. LEXINGTON, for medical treatment. Patient under observation for possible skull fracture. 1959 Aircraft operations for the day completed. Set course 200° (T) for retirement during the early night and enroute to launching point for air operations against TRUK for D plus 1 day. This day was Dog Day.

30 April 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	5° 58.2' N.	6° 30.1' N.	6° 52.9' N.
Long.	151° 27.7' E.	151° 49.3' E.	153° 24.4' E.

Steaming as before, enroute to initial point for Dog plus one day air strikes on TRUK. At 0001 U.S.S. BUNKER HILL reported unidentified aircraft bearing 033° (T), distance 34 miles, which faded from screen at 0022 bearing 304° (T), distance 34 miles. At 0030 U.S.S. LEXINGTON reported unidentified aircraft bearing 102° (T), 21 miles, on course 204° (T), speed 115, which faded from screen at 0035. At 0130 changed course to 335° (T) to head for initial point for launching of aircraft. At 0730 CruDiv FOUR left formation to carry out assigned task, bombardment of SATAWAN ISLAND. At 0755 unidentified aircraft bearing 048° (T), 28 miles, closing formation. Went to Air Defense stations and set Material Condition Zebra. Aircraft launchings delayed due to weather. At 0811 weather cleared. Carriers commenced launching initial strikes for second day air bombardment of TRUK. At 0847 secured from Air Defense stations and set Condition of Readiness

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File No.  
BB59/ A12-1/A16-3

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U.S.S. MASSACHUSETTS

WAR DIARY

1 May 1944

0800 Position

Lat. 06° 54.0' N.  
Long. 155° 46.1' E.

1200 Position

07° 00.1' N.  
157° 00.7' E.

2000 Position

07° 19.7' N.  
158° 31.1' E.

Steaming in company with Task Force 58 assigned to Task Group 58.3, retiring from area to southwest of Truk Atoll, after completing a two day aerial bombardment of Truk, Japanese Mid-Pacific stronghold. Task Force enroute to base at Majuro Island Atoll, Marshall Islands via Ponape which will receive a surface bombardment by battleships and aerial bombardment by aircraft at 1530 this date, Dog plus two day. Task Group organization as follows:

Carrier Task Group Three (Task Group 58.3)

(a) Carrier Unit (Task Unit 58.3.5) - Rear Admiral Reeves

ENTERPRISE (F)	(Air Group 10)	
LEXINGTON (FF)	(Air Group 16)	(CTF 58 - Vice Admiral
LANGLEY	(Air Group 32)	MITSCHER)
PRINCETON	(Air Group 23)	

(b) Support Unit (Task Unit 58.3.1) - Vice Admiral LEE

(1) Battleships (Task Unit 58.3.12)

BatDiv 8 - Rear Admiral DAVIS

U.S.S. INDIANA (F)  
U.S.S. MASSACHUSETTS  
U.S.S. NORTH CAROLINA (FF)

BatDiv 9 - Rear Admiral HANSON

U.S.S. SOUTH DAKOTA (F)  
U.S.S. ALABAMA

(2) Cruisers (Task Unit 58.1.13) - Rear Admiral OLDENDORF

U.S.S. LOUISVILLE (F)  
U.S.S. PORTLAND  
U.S.S. CANBERRA

81394

**FILMED**

*Revised*

**CONFIDENTIAL**WAR DIARY(c) Screening Unit (Task Unit 58.3.4) - Captain S.R. Clark.DesRon 23 - Captain T.B. DuganDesDiv 45CHARLES AUSBURNE (SF)      DYSON  
A.W. GRANTDesDiv 46CONVERSE(F)      THATCHER  
SPENCEDesRon 50DesDiv 99C.K. BRONSON(SF)      GATLING  
COTTEN      DORTCH  
HEALYDesDiv 100COGSWELL (F)      INGERSOLL  
CAPERTON      KNAPP  
PRITCHETT      CASSIN YOUNG

Commander Task Group 58.3 is Rear Admiral J.W. REEVES, Jr., U.S. Navy and immediate superior in command, Vice Admiral M.A. MITSCHER, U.S. Navy in the U.S.S. LEXINGTON.

Task Group 58.3 in cruising formation 5 Roger on base course 140°(T) at fleet speed 18 knots. Formation axis 070°(T). U.S.S. MASSACHUSETTS in station 4225. Task Force 58 in cruising disposition 5-Tare, axis 070°(T). Task Group 58.3 in station #1. Condition of radar silence #4 during darkness and #5 during daylight. Ship in Condition of Readiness II during darkness and II Able during daylight. At 0400 changed fleet course to 065°(T) and changed speed to 20 knots. Aircraft carriers maintaining ASP and CAP during daylight hours. At 0830 CruDiv 4 less the U.S.S. INDIANAPOLIS plus the U.S.S. CANBERRA rejoined formation having completed mission, bombardment of SATAWAN Island. At 0845 ComBatPac, Commander Ponape Striking Force was directed to proceed with bombardment of PONAPE Island. Battleships of Task Force formed cruising formation 1-Baker, line of bearing of division guides from right to left BatDiv 7, 8 and 9; surrounded by destroyer anti-submarine screen. Task Group designation 58.7, officer in tactical command, Vice Admiral LEE, U.S. Navy in U.S.S. NORTH CAROLINA, assigned tactically to BatDiv 8. Direction of formation course and axis 100°(T). Standard speed 15 knots, steaming at 18 knots. At 0923 U.S.S. CONNER reported sighting a mine on port quarter. 0946 Column left to 075°(T). At 0954 c/s to 23 knots and commenced approach for bombardment of PONAPE Island. 1238 U.S.S. NORTH CAROLINA reported sighting enemy aircraft on port bow of formation. Went to air defense stations

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and set Material Readiness Zebra. 1250 Plane identified as friendly. Set Condition of Readiness I Easy and material readiness Yoke. 1251 Land sighted by lookouts bearing 045°(T), distance 45 miles, identified as PONAPE Island. 1346 Battleship Division Commanders directed to take charge and carry out assigned mission in accordance with Commander Ponape Striking Force Operation Order 1P-44. BatDiv 8 plus destroyer escorts proceeded to initial point to arrive at 1530Y, How hour for the operation. At 1453 launched two planes for aircraft spots. 1530 How hour, commenced firing at Langer Island. At 1550 ceased fire. U.S.S. MASSACHUSETTS assumed counter-battery ready duty from 1550 to 1610. 1611 Commenced firing, target area to south of Ponape Town. At 1631 ceased fire, end of fire period three. At 1637 Commenced fire for fire period four. Observed destroyer on starboard bow dropping depth charges. 1643 Emergency ships left 180° to 040°(T). U.S.S. FRITCHETT and U.S.S. CASSIN YOUNG reported sight and sound contact on submarine. Commander Ponape Striking Force ordered cease fire as no suitable targets remained. Ammunition expended:

87 Projectiles, 16"/45 Cal., H.C. Mk. 13-1

87 Charges, 16"/45 Cal.

73 SPD 3633

13 $\frac{1}{2}$  SPD 3442

$\frac{1}{2}$  SPD 4815

29 Projectiles, 5"/38 Cal., AA Com., Mk. 28 with BDF 13

SPD 4747, 11 SPDN 3024

29 Charges, 5"/38 Cal., 1 SPDN 2868, 2 SPDN 4115, 1 SPD 4977,  
1 SPD 5026

1655 Commenced retirement from bombardment area. For detailed report of bombardment see Commanding Officer's Action Report, serial 0020, dated 17 May 1944. 1208 Secured from General Quarters and set Condition of Readiness II Able. Recovered two aircraft by the Charlie Method. Formed cruising formation 1-Baker and commenced retirement toward base at Majuro Atoll, Marshall Islands and rendezvous point with Task Force 58 on course 090°(T) at speed 18 knots. At 2353 changed speed to 20 knots.

2 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	07° 02.0' N.	07° 22.3' N.	06° 09.6' N.
Long.	161° 19.4' E.	161° 51.1' E.	163° 28.7' E.

Steaming as before in company with Task Group 58.7 in formation 1-Baker on course 090°(T) at speed 20 knots enroute to rendezvous with Task Force 58. At 0225 changed speed to 18 knots. At 0239 changed course to 115°(T). At 0333 changed speed to 17 knots. After daylight Task Group 58.7 dissolved, units rejoining previous assigned Task Groups. U.S.S. MASSACHUSETTS joined Task Group 58.3 and took previously assigned station 4225 in

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formation 5-Roger. BatDiv NINE joined Task Group 58.1 to fuel destroyers. During forenoon Task Force fueled destroyers on course 270°(T) at 10 knots. Fueled the following destroyers delivering the amounts indicated at 60°F.

U.S.S. THATCHER	49.210 gallons
U.S.S. SPENCE	50.405 gallons
U.S.S. DYSON	54,315 gallons
U.S.S. GRANT	33,640 gallons

Transferred Lt.(jg) C.L. LOFTEN, AVN, U.S.N.R. and Lt.(jg) F.A. LEVINE, AVN, U.S.N.R. to U.S.S. THATCHER for further transfer to U.S.S. MONTEREY and U.S.S. LEXINGTON respectively. The former was rescued from inside the lagoon at Truk Atoll by Lt. C.C. AINSWORTH, U.S. Navy attached to the U.S.S. MASSACHUSETTS and the latter was received on board for medical treatment after a forced landing. 1112 Fueling exercise completed. Changed standard and fleet speed to 17 knots. 1200 Changed course to 125°(T). Resumed retirement to base at Majuro Atoll, Marshall Island Group.

	0800 Position	1200 Position	2000 Position
Lat.	05° 06.5' N	05° 52.0' N	06° 35.3' N
Long.	165° 42.9' E	166° 25.7' E	168° 25.2' E

Steaming as before in company with Task Group 58.3 in cruising formation 5-Roger on course 125°(T) at 17 knots, retiring to base at Majuro Atoll, Marshall Island Group. At 0600 changed fleet course to 045°(T). Carriers launched aircraft for ASP and CAP and maintained them throughout the daylight hours. At 1205 changed fleet course to 070°(T). At 1349 conducted routine test of 5"/38 Caliber battery, Mark 32 fuse, lot yoke designated for test by U.S.S. MASSACHUSETTS by ComBatPac. Expended the following ammunition for test:

25 Projectiles, 5"/38 Cal. with Mk. 32 fuse. lot "yoke".  
25 Charges, 5"/38 Cal. SPD 4977.

4 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
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At Anchor, Berth # 76, Majuro Atoll, Marshall Island Group.

Steaming as before in company with Task Group 58.3 in cruising formation 5-Roger at 17 knots on course 070°(T) retiring to base at Majuro Atoll, Marshall Island Group. At 0515 changed fleet course to 090°(T). At 0607 changed fleet course to 115°(T). Carrier launched aircraft for anti-submarine patrol. 0640 Sighted land, Majuro Atoll, bearing 130°(T). 0724 O.T.C. ordered entry into port in accordance with plan. Formed column of type, van to rear, Carriers, Battleships, Cruisers followed by Destroyers. Destroyers formed sound lane for entry into port. At 0812 entrances buoy

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abeam to port and starboard. 0906 Anchored in berth #76, Majuro Atoll, Marshall Island Group. Set the Port War Watch and Material Condition X-ray. Commenced port routine, drills and training of personnel for operations at sea. Commenced repairs, maintenance and upkeep of machinery in preparation for operations at sea. SOPA Administrative ComSeron TEN in U.S.S. PRAIRIE, SOPA afloat ComBatPac in U.S.S. NORTH CAROLINA. Aircraft making routine local training flights. At 1400 received YW92 alongside and delivered 5,000 gallons of potable water.

Ship in material condition X-ray during daylight hours and condition yoke during darkness. Ship darkened at sunset except for period of movies on topside. Ship in readiness for getting underway with 24 hours notice.

5 May 1944

Anchored as before.

At 1707 received U.S.S. MARIAS alongside to starboard. Commenced fueling ship. At 0945 completed fueling ship having received 12,323 barrels of burnable fuel at 60°F. Commenced unloading provisions and ammunition as directed by ComBatPac. Delivered to U.S.S. NEW JERSEY the following ammunition:

495 Projectiles, 5"/38 Cal. AA Com., Mk. 32 fuse Mods.  
1, 2 and 4 with Mk. 20 BDF.  
250 Cartridges, 20MM, B.L.&P.

To U.S.S. IOWA:

495 Projectiles, 5"/38 Cal. AA Com. with Mk. 32 fuse  
and BDF

Transferred plane # 01413 to the U.S.S. IOWA and received plane # 5606 in exchange.

6 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. At Anchor		07° 21.0'N	08° 55.8'N.
Long. Majuro Atoll		171° 17.6'E	173° 00.6'E.

Anchored as before. At 0923 underway in company with Task Group 58.7 from Majuro Atoll, Marshall Island Group enroute to Pearl Harbor, T.H. in accordance with despatched orders.

Task Group Organization

Task Group 58.7 - Captain W.W. WARLICK.

(a) Battleship.

U.S.S. MASSACHUSETTS - Captain W.W. WARLICK.

• (b) Carriers.

U.S.S. YORKTOWN - Captain R.E. JENNINGS.

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(c) Destroyers

Desron 6

U.S.S. MAURY

U.S.S. PRITCHETT

U.S.S. McALL

U.S.S. GRANT

U.S.S. GRIDLEY

U.S.S. CASSIN YOUNG

U.S.S. CRAVEN

U.S.S. MASSACHUSETTS sortie delayed due to transfer of freight from U.S.S. PRAIRIE. Carriers and destroyers sortied and set course 045°(T). At 1118 U.S.S. MASSACHUSETTS cleared harbor entrance and set course 030°(T), zigzagging independently, enroute to join formation with carriers and destroyers at speed 22 knots. Set Condition of Readiness II Able and material readiness "yoke". 1215 U.S.S. GRIDLEY reported possible sound contact. Carriers and escorts turned right 90 degrees to course 135°(T). 1221 Took station in cruising formation 5-Roger, set formation course 050°(T) at formation speed 19 knots, standard speed 18 knots. Formation axis 060°(T). U.S.S. MASSACHUSETTS in station 2000, U.S.S. YORKTOWN in station 0000, U.S.S. PRINCETON in station 2120 and U.S.S. MONTEREY in station 2240. Destroyers in anti-submarine screen on five circle. 1247 U.S.S. MASSACHUSETTS designated formation guide. Carriers maintaining four plane anti-submarine patrol during daylight hours using "Baker Method" for launching and recovery. At 2000 set all clocks ahead one(1) hour to conform with zone /11 "X-ray" time. 2119 Changed formation course to 055°(T).

7 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 10° 18.9' N.	10° 43.8' N.	11° 35.3' N
Long. 175° 51.6' E.	177° 02.6' E.	179° 25.3 E

Steaming as before in company with Task Group 58.7 enroute to Pearl Harbor, T.H.. At 2100 changed course right to 070° (T) and resumed zig-zagging. 0517 Surface contact bearing 045°(T), distance 21,000 yards on course 330°(T), speed 12 knots identified as friendly. Carriers maintained four plane anti-submarine patrol throughout the daylight hours. At 2000 set all clocks ahead one-half(½) hour to conform with zine / 10½ time.

8 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 12° 45.5' N.	16° 13.1' N.	17° 08.7' N.
Org. 177° 19.2' W.	169° 52.9' W.	167° 37.5' W.

Steaming as before. Conducted surface tracking exercise Two Charlie during hour before sunrise, using two destroyers as targets. During forenoon, destroyers in screen conducted exercise Twelve Charlie, firing machine guns at towed sleeve. Carrier aircraft supplied the services. During the early afternoon the carriers plus the U.S.S. MASSACHUSETTS fired machine guns at towed sleeve. Ammunition expended:

1396 Cartridges, 40MM, A.A. Mk. I Service.

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5879 Cartridges, 20MM, A.A. 4703, H.E.; 1176 H.E.T.

At 1327 made radar contact on Johnson Island bearing 352°(T), distance 22 miles. At 1332 changed formation speed to 18 knots. At 1630 changed course right to 072°(T). During late afternoon conducted fighter-director and snooper drill. At 2000 set all clocks ahead one (1) hour to conform with zone plus nine and one-half (9½) time which is Hawaiian War Time.

10 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	18° 08.4' N.	18° 29.8' N.	19° 19.0' N
Long.	164° 20.1' W.	163° 10.8' W.	160° 48.9' W.

Steaming as before. At 0055 made surface contact bearing 084°(T), distance 26,800 yards identified as friendly forces at 0100. At 0104 changed course left to 040°(T) to avoid surface contact and resumed course 072°(T) at 0115. Conducted surface tracking exercise hour before sunrise, U.S.S. GRIDLEY target vessel. At 0605 made surface radar contact bearing 172°(T), distance 22 miles and identified as friendly. Carriers maintained anti-submarine patrol and services for Gunnery exercises. At 0630 Destroyers in screen conducted exercise 12 Able. At 0940 U.S.S. YORKTOWN and U.S.S. MONTEREY reported an unidentified plane 057°(T) distance 60 miles, identified as friendly at 0946. 1055 Destroyers completed exercise 12 Able. 1103 Formed special formation for exercise 12-Charlie, heavy ships in column, distance 1000 yards destroyers on straight line screen. At 1222 Completed light and heavy machine gun practice. Formed cruising formation 5-Roger. At 1319 Formed column of heavy ships for 5"/38 Caliber battery "Baker" practice; U.S.S. MASSACHUSETTS and U.S.S. YORKTOWN firing. 1515 U.S.S. MASSACHUSETTS commenced firing. At 1535 completed exercise, formed cruising formation 5-Roger. Carriers commenced fighter-director and snooper drill.

## Ammunition expended in training:

70 Projectiles, 5"/38 Cal. AA, Com. Mk. 31, Mod 10

70 Charges, 46 SPD 4977

22 SPD 4747

1 SPD 4937

1SPDN 3024

897, Cartridges, 40MM, AA, Mk. 1

10,000, Cartridges, 20MM

At 1646 Changed formation course to 070°(T). At 2035 made surface contact bearing 165°(T), distance 15 miles, identified as friendly at 2058. 2105 Friendly plane crossed formation ahead from starboard to port. At 2127 changed standard speed to 15 knots and steaming at standard speed

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11 May 1944

0800 Position

1200 Position

2000 Position

Lat. 20° 51.0' N  
Long. 158° 18.5' W

Moored in berth Fox - 3  
Pearl Harbor, T.H.

Steaming as before. At 0300 changed course left to 035°(T) to make landfall on Oahu Island, T.H. At 0425 made surface radar contact on friendly forces bearing 080°(T), distance 14 miles on course 075°(T) at speed 12 knots. Contact turned and paralleled this formation course. At 0626, daylight, formed formation 6-Sugar heavy ships in 2000 yard square with destroyer screen ahead for purpose of firing surprise fire at sleeves towed by shore based aircraft simulating bombing and torpedo attacks. All ships fired at favorable runs. Launched two Kingfisher aircraft for local training flights. 0828 sighted land, Oahu Island, T.H., dead ahead. At 0901 ceased present exercise and formed cruising formation 5-Roger. Ammunition expended for training:

38 Projectiles, 5"/38 Cal. AA Com. Mk. 31-10  
15 Projectiles, 5"/38 Cal. AA Com. Mk. 29 BDF  
53 Charges, 5"/38 Cal. 41 SPD 4977  
11 SPD 4747  
1 SPD 3024

At 0928 changed course in to the wind to 055°(T). All carriers launched all their aircraft to base on land. At 1000 c/c left to 000° for entry into port. Went to air defense stations for entry into port. Entry delayed for 1/2 hour by Channel Control Post. Changed course to 070°(T). At 1020 executed signal enter port, order of entry, BB, CV, CVLs and DDs. Commenced making various courses and speeds to approach swept channel and to conform with Pearl Harbor entrance channel. At 1201 moored in nest, starboard side to port side of U.S.S. COLORADO, U.S.S. WASHINGTON in board of U.S.S. COLORADO in berth Fox - 3, Pearl Harbor, T.H. with eight manila lines and two wires. Set the Port War Watch in conformance with local instructions of readiness, readiness condition #4. Commenced making voyage repairs, routine upkeep, and maintenance. Commenced loading spare parts and navy yard overhaul material in storage for this vessel at Pearl Harbor Navy Yard.

12 May 1944

0800 Position

1200 Position

2000 Position

Lat. Moored in berth Fox - 3, Pearl  
Long. Harbor, T.H.

21° 28.2' N  
157° 30.5' W

Moored as before. 1613 Underway from alongside U.S.S. COLORADO in berth Fox 3, Pearl Harbor, T.H. in company with U.S.S. THORNE and U.S.S. Le HARDY as Task Group 12.1, Task Group Commander, Captain W.W. WARLICK, U.S. Navy in the U.S.S. MASSACHUSETTS, enroute

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13 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lt. 23° 53.7' N.	24° 44.6' N.	26° 15.1' N.
Long. 155° 55.3' W.	155° 16.5' W.	153° 56.9' W.

Steaming as before. During afternoon fired routine test of 5"/38 Caliber Mk. 32 fused projectiles. Ammunition expended for Test:

144 Projectiles, 5"/38 Cal. AA Common with Mk. 32 fuse.

144 Charges, 5"/38 Cal., 78 SPD 4997  
1 SPD 4937  
64 SPD 4747  
1SPDN 3219

At 1755 changed course right to 039°(T). At 2000 set all clocks ahead one half ( $\frac{1}{2}$ ) hour to conform to zone plus 8 $\frac{1}{2}$  time.

14 May 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	28° 33.2' N.	29° 19.8' N.	30° 52.2' N.
Ong.	151° 49.9' W.	151° 06.3' W.	149° 39.0' W.

Steaming as before. 0008 Made surface radar contact bearing 000°(T), distance 12 miles. Made emergency ships right 90° to avoid. At 0015 contact identified as friendly. Resumed zig-zagging on base course 039°(T). At 0639 changed course right to 040°(T). At 2000 set all clocks ahead one half hour to conform to zone / 8 (Uncle) time. At 1430 fired a no-load shot from starboard catapult to test new cable which replaced one that kinked in previous no-load test on morning of 11 May 1944. Test satisfactory until a dead load shot can be made.

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U.S.S. MASSACHUSETTS

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15 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 33° 06.0' N.	33° 50.5' N.	35° 17.4' N.
Long. 147° 29.5' W.	146° 38.6' W.	144° 55.5' W.

Steaming as before. At 0648 made radar contact and sighted surface vessel bearing 113°(T), distance 33,000 yards on parallel and opposite course. At 0700 sighted escort with above contact bearing 140°(T), distance about 17 miles. At 1320 changed base course to 044°(T). At 1905 made surface radar contact bearing 104°(T), distance 33,600 yards on course 230°(T) at speed 16 knots. Identified as friendly.

16 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 37° 27.0' N.	38° 04.6' N.	39° 31.4' N.
Long. 142° 19.8' W.	141° 27.9' W.	139° 39.5' W.

Steaming as before. At 1354 changed course left to 042°(T). At 2000 set all clocks ahead one half hour ( $\frac{1}{2}$ ) to conform to zone ( $\neq 7\frac{1}{2}$ ) time.

17 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 41° 37.5' N.	42° 18.0' N.	43° 36.4' N.
Long. 137° 07.3' W.	136° 03.8' W.	133° 57.8' W.

Steaming as before. At 0654 changed course to 049°(T). At 0930 passed U.S.S. U.S. GRANT (AP-29) abeam to starboard, distance 3700 yards on opposite course. At 1815 made radar surface contact bearing 048°(T), distance 30,600 yards on course 120°(T), speed 13 knots. At 2012 changed course to 050°(T).

18 May 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat. 45° 23.6' N.	46° 01.4' N.	47° 11.3' N.
Long. 130° 34.5' W.	129° 33.5' W.	127° 22.9' W.

Steaming as before. At 0852 changed course to 047°(T). At 1300 set all clocks ahead one half hour ( $\frac{1}{2}$ ) to conform with zone ( $\neq 7$ ) (Tare) time. At 1455 made contact with U.S.S. HATFIELD, an additional escort provided by ComWestSeaFron for entry into port. U.S.S. HATFIELD took station in anti-submarine screen on port bow. At 1547 U.S.S. K-51 (Blimp) reported for an anti-submarine

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patrol and departed after dark. At 1900 changed course to 0550(T).

19 May 1944

0800 Position

1200 Position

2000 Position

Straits of Juan de Fuca and Puget Sound

Steaming as before. Made various surface contacts while entering the Straits of Juna de Fuca. At 0342 made land fall, sighting Tatoosh Light bearing 068.50(T). At 0517 passed Tatoosh Light bearing 1800(T) distance 4.5 miles and commenced making various courses and speeds to proceed to the Puget Sound Navy Yard arriving at Restoration Point at 1600. At Port Angeles, Washington, Navy Yard Representatives came on board for conference while enroute to the yard. 0832 U.S.S. THORNE was ordered to carry out her basic orders, duty with Task Group 12.1 completed. At 1356 U.S.S. HATFIELD was detached to proceed as previously directed, present duty completed. At 1705 anchored in Sinclair Inlet, Bremerton, Washington for unloading ammunition prior to entry into the Navy Yard for yard availability. Commenced unloading all ammunition for transfer to Naval Ammunition Depot, Puget Sound. SOPA Commanding Officer in U.S.S. West Virginia.

20 May 1944

At anchor in Sinclair Inlet, Puget Sound unloading ammunition for storage at Naval Ammunition Depot, Puget Sound, during Navy Yard availability period. At 0515 completed unloading ammunition. At 1300 underway for Puget Sound Navy Yard and entered drydock # 5 at 1358. Reported to Commandant, Puget Sound Navy Yard for repair and alterations as authorized by ComSerForce, Pacific. At 1500 transferred aviation unit to Naval Air Station, San Point, Seattle, Washington during yard availability period. At 1510 commenced Navy Yard routine, Port Watch set, granting leave and liberty to officers and crew maintaining sufficient personnel on board to carry on Navy Yard work and sending personnel to training schools available in the United States.

21 May to 31 May 1944

Drydocked as before.

Approved:

*W. W. Warlick*  
W. W. WARLICK,  
Captain, U.S. Navy,  
Commanding.

*D. Carlson*  
D. CARLSON,

Commander, U.S. Navy,  
Navigator.

DECLASSIFIED  
Authority: NND-928133  
By: JKA/NOVA, Date: 12/16

DECLASSIFIED  
Authority: ADR-968133  
By: DAE/ANNA Date: 1/16

U. S. S. MASSACHUSETTS

**CONFIDENTIAL**

WAR DIARY

1 June to 9 June 1944.

Resting on keelblocks in drydock #5, Puget Sound Navy Yard, Bremerton, Washington, receiving repairs and alterations as authorized by Commander Service Force, Pacific. Port Watch is set, ship in Material Condition K-ray during hours of darkness. Granting leave and liberty to officers and crew, maintaining sufficient personnel on board to conduct Navy Yard Work. Training of personnel continued as far as possible; utilizing training school facilities in the United States.

10 June 1944

As before. At 0300 fire was reported in Chemical Warfare Locker, Frame 60, port side of third deck. Two 3" hoses used; called away fire party. Fire started by yard worker (burner) who was cutting on one bulkhead, at Frame 62. He had canvas spread over material (lifejackets, gas masks, and protective clothing etc.) stowed in the compartment. The canvas caught fire and spread to the material which it was covering. Three CO<sub>2</sub> fire extinguishers did not put out the fire. Fire Party used two 3" water hoses, lines and respirators in fighting the fire. 2349 Yard fire department arrived. 2355 Secured stand-by fire party, fire under control of the fire party. No flames, but much smoke. At 0138 Damage Control Officer reported that the fire had burned through electrical insulation, shorting the electric circuits and as a result the armor deck above the Chemical Warfare Locker was being heated. 0221 Damage Control Officers reported that the fire had been extinguished. 0300 Yard fire department left the ship.

11 June to 24 June 1944

In drydock as before.

25 June 1944

In drydock as before. At 1405 commenced flooding deck. At 1530 ship waterborne, depth of water in dock, 32 feet. 1540 Ceased flooding deck and removed caisson. 1630 underway from drydock No. 5, power and ship control by tugs alongside, shifting to berth 3-D, Puget Sound Navy Yard. 1714 Moored in berth 3-D to continue yard work and completion of overhaul period.

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File No.  
BB597 A12-1/A16-3

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U.S.S. MASSACHUSETTS

WAR DIARY

26 June to 30 June 1944

Moored as before, continuing Navy Yard Work.

*W. W. Warlick*  
W. W. WARLICK,  
Captain, U.S. Navy,  
Commanding.

BB59/A12-1/A16-3/

U.S.S. MASSACHUSETTS

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**CONFIDENTIAL**WAR DIARY

II-Able. At 1105 placed aircraft in Condition of Readiness II for Aircraft Rescue Duty. At 1517 catapulted plane #01413 for aircraft rescue mission, pilot Lieutenant C. C. AINSWORTH, U.S.N., passenger MOUDY, D. L., ARM 1c, 410-75-98, U.S.N.R., to attempt rescue of pilot shot down over TRUK ATOLL by anti-aircraft fire. At 1712 recovered plane #01413, returned from rescue mission, having picked up Lieut. (jg) C. L. LOFTIN, U.S.N.R., 1.5 miles southeast of UDOT ISLAND in the lagoon of TRUK ATOLL in range of enemy anti-aircraft batteries. 1830 All air strikes recovered and operation against TRUK completed. Commenced retirement on course 040° (T) at speed 18 knots. At 1900 unidentified aircraft in vicinity near own aircraft being recovered prior to sunset. At about 1914 observed aircraft dive out of clouds on U.S.S. LEXINGTON and dropped bomb and retire to westward. Bomb fell short of vessel's starboard side, about 100 yards. Aircraft taken under fire by the U.S.S. LEXINGTON. U.S.S. MASSACHUSETTS guns could not bear on target. Aircraft identified as a Japanese dive-bomber, type "Kate" or "Val". 1915 Went to Air Defense stations and set Material Condition Zebra. U.S.S. ENTERPRISE launched two night fighters which proceeded to TRUK area. At 2034 set Condition of Readiness II and Material Condition Yoke. At 2119 changed course to 090° (T). At 2140 U.S.S. ENTERPRISE recovered two night fighters. At 2141 changed course to 030° (T). At 2300 changed course to 140° (T), proceeding to area of operations for Dog plus two day, surface bombardment of PONAPE ISLAND by battleships.

Submitted:

D. CARLSON,  
Commander, U.S. Navy,  
Navigator.

Approved:

W. W. EARLICK,  
Captain, U.S. Navy,  
Commanding.

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Authority: ADUS - 9288133  
By: JKA/MSA, Date: 1966

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Authority NND-918133  
DTI-100A, D10, 1/16



File No.  
BB59/ A12-1/A16-3

Reg. No. 6412  
23 AUG 1944  
R. S. No.

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Authority: 100-968132  
DATE: 19/1/04

U.S.S. MASSACHUSETTS

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WAR DIARY

1 July to 3 July 1944.

Moored starboard side to berth 3-D, Puget Sound Navy Yard, Bremerton, Washington, receiving repairs and alterations as authorized by Commander Service Force, Pacific to increase the battle efficiency and military characteristics of the ship. Port Watch is set, ship in Material Condition X-ray during hours of darkness. Granting leave and liberty to officers and men, maintaining sufficient personnel on board to conduct Navy Yard period work. Training of personnel continued as far as possible, utilizing training school facilities in the United States. SOPA in U.S.S. WEST VIRGINIA.

4 July 1944.

Moored as before. At 1300 commenced dock trials for main engines and auxiliary machinery. At 1655 dock trials completed. Tests satisfactory.

5 July to 9 July 1944.

Moored as before. Loading stores and provisions in advance of readiness for sea period, 11 July 1944 to 15 July 1944.

10 July 1944

Moored as before. At 0455 completed loading ammunition from lighters alongside port side. At 0806 underway from berth D-3 enroute to Straits of Juan de Fuca to conduct port repair and full power trials for all machinery. Making various courses and speeds to conform with channels and waters of Puget Sound. 1022 Commenced working up speed slowly to full power, 27 knots (180 rpm). 1030 Went to General Quarters for indoctrination and drill, stationing of personnel. 1213 Fired structural test firings for 5"/38 Caliber Mount #9. 1302 Commenced making full power, 27 knots (180 rpm). 1419 Full power trials completed. Commenced slowing down at slow rate to cool engineering plant. Commenced testing steering controls and rudders at high speed. At 1734 Anchored in Sinclair Inlet, Puget Sound, Washington to load ammunition which was in storage at Naval Ammunition Depot, Puget Sound during yard availability period and to complete ships allowance of ammunition.

12 July and 13 July 1944.

Anchored as before, continuing to load ammunition, stores and provisions in readiness for sea and operations in forward area.

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*Reminded*

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~~CONFIDENTIAL~~WAR DIARY

Yard workmen on board continuing to complete uncompleted work.

14 JULY 1944.

Anchored as before. 0840 Completed loading complete allowance of ammunition. 1108 Seventy-six yard workmen reported aboard for work while enroute Port Angeles, Washington. 1105 Black Ball Line Ferry came alongside, starboard side to deliver draft of men for 5th Amphibious Forces, reporting to U.S.S. MASSACHUSETTS for transportation. At 1415 Black Ball Ferry cleared starboard side. 1417 Underway from Sinclair Inlet, Puget Sound, Washington enroute to Degaussing Range at Point Jefferson, Puget Sound, Washington for calibration of Degaussing equipment. At 1543 Commenced running Degaussing range and completed all runs and calibration at 1653. At 1653 Commenced making various courses and speeds proceeding to area for standard compass compensation and Radio Direction Finder calibration. At 1714 Commenced compass compensation and Radio Direction Finder calibration. At 1800 completed compass compensation and swinging ship for deviations. Continued swinging ship for Radio Direction Finder calibrations. At 1945 Radio Direction Finder calibration completed for the day. Commenced making various courses and speeds to conform with waters of Puget Sound proceeding to Port Townsend, Washington to anchor for the night. At 2136 anchored in berth 22, Port Townsend, Washington.

15 JULY 1944.

Anchored as before. At 0605 underway from berth 22, Port Townsend, Washington to proceed to vicinity to north of Point Dungeness to continue Radio Direction Finder calibrations. Making various courses and speeds to conform with channel and waters of Puget Sound. At 0718 commenced swinging ship for Radio Direction Finder calibrations. 1200 Completed Radio Direction Finder calibrations. At 1202 Commenced taking measured range data at speeds of 15, 20 and 25 knots and completing all runs at 1532. Commenced making various courses and speeds to enter Port Angeles Harbor, Washington to discharge Navy Yard workmen on board, completing uncompleted work. At 1636 anchored in berth #4, Port Angeles, Washington. 1900 Underway from berth #4, Port Angeles, Washington enroute to Pearl Harbor, T.H. in accordance with despatch orders received from CincPac. Making various courses and speeds to clear the anchorage. U.S.S. ROWE and U.S.S. CUSHING reported for duty as escorts. Formed Task Group 12.5, Captain W.W. WARLICK in U.S.S. MASSACHUSETTS, Task Group Commander. Immediate Superior in Command is CincPac. 1930 Set course 290°(T) and standard speed 17 knots. Ship in material condition of readiness "Yoke". Condition of Readiness II A modified to conform with standard requirements. Formation zig-zagging.

16 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	47° 31.4' N.	46° 55.1' N.	45° 37.2' N.
Long.	128° 27.6' W.	121° 49.1' W.	132° 04.3' W.

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U.S.S. MASSACHUSETTS

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Steaming as before enroute Pearl Harbor in company with U.S.S. ROWE and U.S.S. CUSHING. At 0803 sighted a floating mine, Position 47° 31.4' N, Position 128° 27.6' W., identified by screen as Navy Type 87 mine. At 1300 changed course to 230°(T).

17 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	43° 26.0' N.	42° 47.9' N.	41° 12.2' N.
Long.	135° 41.1' W.	136° 46.8' W.	139° 11.9' W.

Steaming as before. At 0630 C/S to 18 knots. During the day conducted exercise II E, surface radar tracking exercise. Boresighting and director checks for main and secondary batteries. At 2000 set all clocks back one half hour ( $\frac{1}{2}$ ) to conform with zone  $\neq$  7½ War Time. At 220 changed course to 224°(T).

18 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	38° 43.6' N.	37° 54.3' N.	36° 19.2' N.
Long.	142° 08.9' W.	143° 08.9' W.	145° 02.0' W.

Steaming as before. At 0215 U.S.S. ROWE left formation to take position for exercise II E during hour before sunrise. At 0733 changed course to 227°(T). During forenoon continued boresighting and director checks for main and secondary batteries. During afternoon fired structural and test firings for machine gun batteries. At 2000 set all clocks back one half ( $\frac{1}{2}$ ) hour to conform with zone  $\neq$  8 time. At 2030 U.S.S. CUSHING made night torpedo attacks for drill purpose in tracking and illumination. 2249 C/C to 223°(T).

19 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	33° 45.4' N.	33° 02.7' N.	31° 22.2' N.
Long.	148° 19.1' W.	149° 02.9' W.	150° 35.7' W.

Steaming as before. At 0200 U.S.S. CUSHING left formation to take position for exercise IIE. Conducted exercise IIE prior to sunrise. During forenoon catapulted and recovered planes. Planes acting as target planes for tracking runs and radar calibrations. At 0724 changed course to 219°(T). During the afternoon catapulted and recovered planes. Plane services for machine gun firing by all units in company. Planes dropped smoke flares for surface targets for 5"/38 Caliber firing by all units in company. At 2000 set all clocks back one half ( $\frac{1}{2}$ ) hour to conform with zone  $\neq$  8½ War Time. At 2115 U.S.S. ROWE left formation to conduct night torpedo attack and target for night illumination drill. 2205 Fired night starshell illumination practice, ceasing fire at 2218. At 2306 C/S to 17.5 knots.

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## WAR DIARY

20 JULY 1944

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	28° 40.0' N.	27° 55.6' N.	25° 49.2' N.
Long.	153° 08.2' W.	153° 42.3' W.	155° 06.1' W.

Steaming as before. At 0200 U.S.S. ROWE left formation for exercise IIE conducted during hour prior to sunrise. During forenoon fired Exercise 12 A, machine gun firing at towed sleeve, towed by ship's aircraft. During afternoon the same exercise was conducted. After dark fired test firing of starshells. 1510 C/C to 210°(T). At 2000 set all clocks back one (1) hour to conform with zone / 9½ war time. Ammunition expended for the training exercises for the day:

3098 Rounds 40MM (HEI)  
 2769 Rounds 20MM (HEI)  
 467 Rounds 20MM (HET)  
 10 Charges, 5"/38 Cal. SPD 4977.  
 10 Projectiles, starshell.  
 8 Rounds 40MM for test.

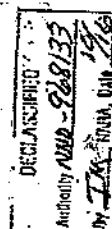
21 JULY 1944.

	<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
Lat.	22° 47' N.	22° 02.6' N.	Pearl Harbor
Long.	157° 00.5' W.	157° 28.5' W.	Berth Fox 2.

Steaming as before. At 0430 Made radar contact with simulated pre-dawn attack group bearing 240°(T), distance 44 miles. Planes approached on various courses and made various torpedo attack and bombing attack runs until sunrise. At 0807 catapulted planes for flight to Pearl Harbor. At 0830 went to General Quarters for Main Battery offset calibration firing. 0930 Commenced firing Main Battery, calibration practice completed. Secured from General Quarters and set Condition IIA. From 1330 to 1630 services were provided by shore based aircraft to fire 5"/38 Caliber Battery and Machine Gun Batteries at towed sleeves. Baker George and Tare runs were fired. At 1545 completed firings on all batteries. At 1730 entered Pearl Harbor entrance channel making various courses and speeds to conform with the channel. At 1819 moored in berth Fox-2, Pearl Harbor, T.H., Task Group 12.5 dissolved. Reported to CinCPac for duty. Transferred 961 men of 5th Amphibious Four Draft ashore. Set the port war watch and material condition "Yoke" at night, and X-ray during daylight.

22 JULY 1944.

Moored in berth Fox 2, Pearl Harbor, T.H. At 1522 underway for Berth Baker 17, Pearl Harbor Navy Yard, Pearl Harbor, T.H. for limited availability period to complete work not completed by the Navy Yard Puget Sound. 1614 Moored in berth Baker 17. Port watches secured during stay in Pearl Harbor. Anti-aircraft batteries in Condition I from



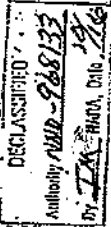
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U.S.S. MASSACHUSETTS

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WAR DIARY




1 hour before sunrise to 0800 daily. Material condition "Yoke" set during darkness and X-ray during daylight period.

23 JULY 1944.

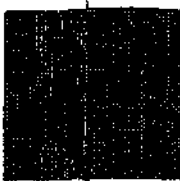
Moored as before. 0233 went to General Quarters upon receipt of an alert from ComHawSea Frontier. Made all preparations for getting underway. At 0854 secured from alert. Set port watch and resumed normal routine of training, upkeep and repair of personnel and material.

23 JULY to 31 JULY 1944.

Moored as before.

  
W.W. WARLICK,  
Captain, U.S. Navy,  
Commanding.

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Authority: 100-968133  
By: J.A. HODG, Date: 1/16/14



File No.  
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No. 6770  
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By: DKA  
Date: 1994

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## U. S. S. MASSACHUSETTS

### WAR DIARY

1 August 1944

Moored starboard side to Berth 17, Navy Yard, Pearl Harbor, T.H. for repairs and alterations as authorized by Commander Service Force, Pacific. Commander in Chief, U.S. Pacific Fleet and various Pacific Fleet units present. At 1139 underway and standing out of Pearl Harbor. Commanding Officer, MASSACHUSETTS is Commander Task Group 12.7. U.S.S. SMITH, LAMSON, FLUSSER and DRAYTON accompany the MASSACHUSETTS in T.G. 12.7 under orders and routing of Commander Hawaiian Sea Frontier, enroute Eniwetok Atoll, Marshall Islands. At 1345 Commenced period of training in area south of Oahu. Services provided by Commander Hawaiian Sea Frontier. At 1515 Commenced Main and Secondary Battery calibration practices. At 1814 completed firings. At 1911 fired 5" high altitude practice. At 2125 carried out night battle indoctrination practice (Main and Secondary batteries).

#### 2000 Position

20° 21.9' N  
157° 47.8' W

2 August 1944

Steaming as before. At 0710 commenced 5" and light A.A. firings at sleeve and drone targets. At 1445 repelled simulated air attack by Hawaiian Sea Frontier aircraft. At 1535 one plane of attacking force crashed and sank to starboard. At 1555 came to course 2720(T) and speed 18 knots. Commenced zig-zagging in accordance with Plan 10Z. Screen placed in accordance with standard plans (U.S.F. 10A). This ship basically in Condition II at night and Condition III in daytime.

#### 0800 Position

20° 28.2' N  
157° 06.3' W

#### 1200 Position

20° 40.0' N  
157° 08.8' W

#### 2000 Position

19° 39.7' N  
157° 40.7' W

3 August 1944

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Steaming as before. At 0200 changed course to 265°(T). At 0315 planes of U.S.S. INDEPENDENCE simulated search and attack on this group. Launched aircraft and fired machine gun batteries during the days drills. At 1556 Changed course to 260°(T). At 2000 Changed time zone to zone plus ten (+10). At 2100 U.S.S. FLUSSER acted as target for torpedo attack exercise. Fired 5" star shells for illumination.

**CONFIDENTIAL**WAR DIARY0800 Position19° 53.1' N  
162° 25.5' W1200 Position19° 51.7' N  
163° 24.0' W2000 Position19° 32.0' N  
165° 45.1' W

4 August 1944

0800 Position19° 00.5' N  
169° 20.4' W1200 Position18° 49.3' N  
170° 23' W2000 Position18° 17.3' N  
172° 52.2' W

Steaming as before. Exercised at Gunnery Drills during the day including 5" and light A.A. firings. Catapulted and recovered planes. At 1147 changed course to 258°(T). At 2000 Changed to zone plus ten ( $\frac{1}{10}$ ) and one-half ( $\frac{1}{2}$ ) time. At 2100 fired 5" illumination practice.

5 August 1944

0800 Position17° 33.3' N  
176° 27.4' W1200 Position17° 13.3' N  
177° 32.9' W2000 Position16° 51.7' N  
179° 48.3' W

Steaming as before. At 0000 changed course to 257°(T). Exercised at Gunnery and Tactical Drills during the day. Launched and recovered aircraft. At 2000 changed to zone plus eleven ( $\frac{1}{11}$ ) time. At 2117 changed course to 253°(T).

6 August 1944

0800 Position15° 55.3' N  
176° 33.3' E1200 Position15° 35.2' N  
175° 34.2' E2000 Position14° 54.5' N  
173° 08.4' E

Steaming as before. Exercised at Gunnery and Tactical Drills during the day. Launched and recovered aircraft. Fired machine gun batteries at towed sleeves. At 1750 changed course to 254°(T). At 2000 Changed to zone plus eleven ( $\frac{1}{11}$ ) and one-half ( $\frac{1}{2}$ ) time.

7 August 1944

0800 Position13° 57.2' N  
169° 48.5' E1200 Position13° 42.7' N  
168° 47.5' E2000 Position13° 02.3' N  
166° 37.0' E

Steaming as before. Launched and recovered aircraft. At 1609 changed course to 251°(T). At 2000 changed to zone plus twelve ( $\frac{1}{12}$ ) time.

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8 August 1944

0800 Position11° 42' N  
163° 17.6'E1200 PositionAnchored in Berth 423, Eniwetok Atoll,  
Marshall Island Group.2000 Position

Steaming as before. At 0100 changed course to 246°(T). At 0555 sounded General Quarters; secured at 0650. At 0830 launched two aircraft for anti-submarine patrol. At 0956 sighted Eniwetok Island, bearing 291°(T). Units of Task Force 58 observed entering the atoll. Passed Beacon "Easy" abeam to starboard at 1157 and entered Eniwetok Atoll. At 1337 anchored in Berth 423, Eniwetok Atoll. Task Group 12.7 dissolved in accordance with CincPac 310215; MASSACHUSETTS became unit of Fifth Fleet. Administrative SOPA is ComSeron TEN in U.S.S. PRAIRIE. Set the Port War Watch and commenced following normal port routine. U.S.S. TAPPAHANNAK came alongside to starboard for fueling operations, delivering 3800 gallons aviation gasoline and 9564 barrels fuel oil at 85°F. Received draft of one hundred nineteen men aboard for duty. At 2400 Changed to zone minus eleven time (-11).

10 August to 16 August 1944

Anchored in Berth 423, Eniwetok Atoll, Marshall Island Group. Port War Watch is set, normal port routine being followed. Making all preparations for sea and maintaining a schedule of repair, maintenance and upkeep of equipment as permitted by Condition of Readiness for getting underway. Conducting routine training, drill and recreation schedule.

On 11 August 1944 at 0920, U.S.S. WASHINGTON, U.S.S. INDIANA, U.S.S. ALABAMA and U.S.S. IOWA stood in to anchor. Present ComBatPac in WASHINGTON and ComBatDiv EIGHT in INDIANA.

On 12 August 1944 at 1710 U.S.S. CALIFORNIA, U.S.S. TENNESSEE and U.S.S. HONOLULU stood into the harbor and anchored in assigned berths.

On 14 August 1944, at 0800 assumed duty as Radar Guardship. Relieved of Radar Guard Duty on 16 August at 0800 by U.S.S. ALABAMA.

17 August 1944

Anchored as before. At 0800, pursuant to Commander Task Force Fifty Eight's 122357, became a unit of Task Group 58.3, Rear Admiral Sherman in U.S.S. ESSEX, commanding. Included in Task Group 58.3 are U.S.S. ESSEX, U.S.S. LEXINGTON, U.S.S. WASHINGTON, U.S.S. MASSACHUSETTS, U.S.S. INDIANA, U.S.S. ALABAMA, CruDiv Thirteen (less BILOXI), U.S.S. RENO, Desron Fifty and Desron Fifty Five; U.S.S. SOUTH DAKOTA included but not present. Commander Task Force Fifty Eight present in U.S.S. LEXINGTON, (Vice Admiral MITSCHER); Commander Battleships, Pacific present in U.S.S. WASHINGTON, (Vice Admiral LEE); ComBatDiv EIGHT present in U.S.S. INDIANA, (Rear Admiral DAVIS). At 2020 received signal "Flash Red" from SOPA visually and by T.B.S. At 2021

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received signal "Flash White" in same manner.

18 August to 23 August 1944

Anchored as before. Continuing preparations for sea, and maintenance, repair, training and drill schedules.

On 18 August 1944, at 0635 transferred 110 rounds of 5"/38 Cal. projectiles, Mk. 30-7, MTF, Mk. 18-4 to U.S.S. IOWA. At 1908 U.S.S. ASCELLA, AK 137, moored alongside to starboard for provisioning operations.

At 0840, 19 August 1944, provisioning completed, and U.S.S. ASCELLA, AK 137, cleared our starboard side. Transferred 6,000 gallons of freshwater to YW88, alongside to starboard. At 2225 SOPA set Condition "Flash Red" because of unidentified aircraft in vicinity. Went to Air Attack Stations; commenced preparations for getting underway. 2245 Aircraft identified as friendly and SOPA set Condition "Flash White". Secured from Air Attack, set Port War Watch and resumed normal port routine.

On 21 August 1944, transferred 6,000 gallons fresh water to YW88, alongside to starboard.

At 1400 on 22 August 1944 transferred 100 rounds of 5"/38 Cal. projectiles, Mk. 30-6 "W" to U.S.S. WASHINGTON.

24 August 1944

0656 underway to shift berths to anti-aircraft range. At 0723 anchored in berth 312. At 0800 assumed Radar Guard Duty. Conducted 5"/38 Caliber practice and machine gun practice, firing at towed sleeves. 1602 underway return to assigned berth; anchored in berth 423 at 1633.

25 August 1944

Anchored as before. Received 156 - 5"/38 Cal. Star Shells, Mark 18, Mod 2 and 4 from LGM alongside to port.

26 August 1944

Anchored as before. Pursuant to ComBatPac Operation Order No. 10-44 transferred to Third Fleet and became unit of Task Force Thirty Four assigned to Task Group 34.1

TASK GROUP ORGANIZATION

Heavy Surface Striking Force (T.F. 34)

Battle Line (T.G. 34.1), Vice Admiral LEE, Commanding.

BatDiv SEVEN less NEW JERSEY plus WASHINGTON (TU 34.1.1)

BatDiv EIGHT Rear Admiral G.B. DAVIS, Commanding, (T.U. 34.1.2)

BatDiv NINE (T.U. 34.1.3)

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U.S.S. MASSACHUSETTS

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WAR DIARY

At 0800 relieved of Radar Guard by U.S.S. ALABAMA. At 0930 Commander Battleship Division EIGHT, Rear Admiral G.B. DAVIS, assisted by members of his staff, began Military Inspection. At 1130 Inspection completed; Commander Battleship Division EIGHT and members of his staff left the ship.

27 August 1944

Anchored as before. Transferred 6,000 gallons fresh water to YW88. At 1029 underway to shift position in berth 423 slightly away from U.S.S. IOWA in adjoining berth. At 1038 anchored in assigned berth 423. Continued with normal port routine.

28 August 1944

Anchored as before. U.S.S. CAHABA came alongside to starboard and delivered 3,838 barrels fuel oil and 5,000 gallons aviation gasoline.

29 August 1944

Anchored as before. Transferred empty ammunition cases and cans to S.S. RUTLAND VICTORY, alongside to starboard. Transferred to SOPA 19,000 rounds 40MM, HET ammunition, Lot Uncle Baker; received from SOPA 20,000 rounds 40MM H.E. Ammunition, Lot Uncle Able.

30 August 1944

Anchored as before. 0658 Underway from berth 423, Eniwetok Atoll of the Marshall Island Group in accordance with ComBatPac Sortie Order No. 11-44. This ship is unit of Task Group 34.10, Commander, Vice Admiral LEE in U.S.S. WASHINGTON.

TASK GROUP ORGANIZATION (T.G. 34.10)

Battleship Group

BatDiv SEVEN, less NEW JERSEY plus WASHINGTON.

BatDiv NINE, less SOUTH DAKOTA plus INDIANA, MASSACHUSETTS.

Desron Fifty.

At 0756 went to Air Attack Stations and set Material Condition "Zebra" for sortie. Upon completion of sortie at 0825 secured from Air Attack Stations, set Material Condition "Yoke". At 0855 formed cruising formation 10 Victor, contained in paragraph 4, Special Exercise Procedure, Annex "E" to ComTaskFor Operation Order No. 11-44, on course 180°(T) and axis 180°(T) at standard speed, 17 knots. At 0932 formed cruising disposition 4 Nan, contained in paragraph 3(a) (3) of Sortie Order, ComBatPac Operation Order 11-44, on course 180°(T), axis 180°(T) at standard speed, 17 knots. Commenced zig-zagging in accordance with Plan 23 at 0942. At 1100 Ceased zig-zagging and steadied on course 130°(T) for transfer of wounded man from U.S.S. COGSWELL, which came along-

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side to starboard; transfer completed at 1110. At 1226 formed Special Cruising Formation 10 Victor preparatory to conducting scheduled Gunnery Exercises; contained in Annex "B" to ComTaskFor Thirty Four Sortie Order 11-44. Upon completion of Exercises at 1510, formed cruising disposition 4 Nan, changing Fleet course and axis to 165°(T) and making 22 knots. Fleet Guide is U.S.S. IOWA, bearing 229°(T), 4,500 yards; Division guide is U.S.S. ALABAMA, 165°(T), 2,000 yards. 1553 Commenced zig-zagging in accordance with Plan 24, ceasing at 1724 and returning to base course, 165°(T) at 18 knots. At 1733 formed cruising disposition 4 Sugar contained in cruising instruction to Annex "B" of Operation Order 10-44 issued by ComTaskFor Thirty Four. At 1747 Cruiser Divisions 13 and 14 joined the disposition. Included in CruDiv 13 are: U.S.S. MOBILE, SANTA FE, BIRMINGHAM; in CruDiv 14, U.S.S. HOUSTON, VINCENNES AND MIAMI. At 1817 Commenced zig-zagging in accordance with Plan 25.

1200 Position

10° 42.5' N  
162° 38' E

2000 Position

8° 35.6' N  
163° 45' E

31 August 1944

0800 Position

5° 19.6' N  
163° 53.8' E

1200 Position

4° 31.7' N  
164° 13.7' E

2000 Position

3° 31' N  
163° 37.2' E

Steaming as before in company with Task Group 34.10 and Task Group 34.11, enroute after conducting tactical exercises, to fueling rendezvous and rendezvous with Task Force 38, in accordance with ComBatPac Operation Order 10-44. At 0500 unidentified radar contact bearing 212°(T), distance 58 miles reported to Task Force Commander. Contact later identified as Island of Kusaie. At 0646 set Aircraft Condition of Readiness 8. Standard speed changed to 15 knots. 0657 ceased zig-zagging and resumed base course, 165°(T); formed cruising disposition 4 Nan at 17 knots. Conducted machine gun battery firing exercises as scheduled, expending 492 rounds 40MM (H&T); and 439 rounds, 20MM (HE). Engaged in tactical maneuvers as directed by Task Group Commander. At 1300 Conducted radar calibration exercises, and at 1343 manned General Quarters stations prior to Main Battery firing exercise. Commenced firing Main Battery at 1607, firing at varying ranges from the target. At 1724 ceased firing and secured from General Quarters, setting Condition II Able. At 1725 Fleet course and axis changed to 225°(T); and at 1745 recovered two aircraft by the Dog method, at 10 knots. At 1816 commenced zig-zagging in accordance with Plan 25, speed 17 knots.

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SUBMITTED: *P.S. Savidge, Jr.*

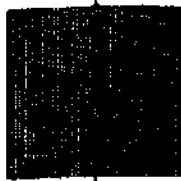
P.S. SAVIDGE, Jr.,  
Lieut. Comdr., U.S.N.  
Navigator.

APPROVED: *W.W. Warlick*

W.W. WARLICK,  
Captain, U.S.Navy,  
Commanding.

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By: IIA, Date: 12/18/08



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HEADQUARTERS OF THE COMMANDER IN CHIEF

1944 11-7-44  
(Date)

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pondence indicated below has been  
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to ~~CONFIDENTIAL~~

USS Massachusetts, File  
A12-1/A16-3, War Diary  
for the Month of September  
1944.

*J. Thorne*  
O. L. THORNE  
By direction

File No.  
BB59/ A12-1/A16-3

Ref. No. AM 9344  
S.S. No. 11 274

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BY: [signature]

# CONFIDENTIAL U.S.S. MASSACHUSETTS

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## WAR DIARY

1 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
02° - 43.6' N 161° - 10.4' E	02° - 22.4' N 160° - 21.2' E	01° - 34.0' N 158° - 37.2' E

Steaming with Task Force 34 on operations concerned with Stalemate II Campaign, in general accordance with Commander Western Pacific Task Forces (and Commander Third Fleet) Operation Plan No. 14-44 of 1 August 1944. Basic organization includes the following forces:

- T.F. 30  
Covering Force and Special Groups.
- T.F. 31  
Expeditionary Force.
- T.F. 34  
Heavy Surface Striking Force.
- T.F. 35  
Light Surface Striking Force.
- T.F. 38  
Fast Carrier Forces.

18594

Task Force 34 (Vice Admiral W.A. LEE) organized and operating in accordance with C.T.F. 34 (ComBatPac) Operation Order 10-44 of 26 August 1944. At present Task Force 34 includes Battleline (34.1):

- IOWA (F, BatDiv 7)
- WASHINGTON (F, ComBatPac)
- INDIANA (F, BatDiv 8)
- MASSACHUSETTS
- ALABAMA (F, BatDiv 9)

Right Flank (34.2):

- CruDiv 14 less VICKSBURG
- DesRon 52

Left Flank:

- CruDiv 13 less BILOXI
- DesRon 50

Steaming in cruising disposition 4-N on fleet course 2550(T) at 18 knots. Axis 2550(T). Standard speed 15 knots. Zig-zagging in accordance with Plan 25. Ship is in Condition of Readiness II during darkness and III during daylight except where otherwise indicated.

92334

**FILMED**

944 NOV 6 15 55  
COMMANDER-IN-CHIEF  
FLAG OFFICE  
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At 0434 Stood to General Quarters stations for exercises. Secured at 0548. At 0600 Fleet course and axis changed to 250°(T). Conducted tactical and gunnery exercises throughout the day. At 1054 Special Group 34.5 consisting of IOWA, CruDiv 14 and DesRon 52 left the disposition. At 1730, in cruising disposition 4-N on fleet course and axis 245°(T). At 2400 changed zone time to minus ten (-10).

## 2 SEPTEMBER 1944

0800 Position

00° - 27.6' N  
155° - 31.7' E

1200 Position

00° - 24.5' N  
154° - 25.5' E

2000 Position

00° - 21.8' N  
152° - 28.4' E

Steaming as before. At 2401 simulated attack by Special Group 34.5 developed. Formed approach disposition 8. Ship stood to General Quarters stations. Maneuvering to attack simulated enemy. At 0415 formed Battle Disposition 4. At 0545 formed cruising disposition 4-N on fleet course and axis 270°(T). Secured from General Quarters. 0750 Launched two planes for A.S.P. recovering at 1105 by Dog Method. Held Tactical and Gunnery Exercises throughout the day. At 1900 changed fleet course and axis to 310°(T); speed 18 knots. 1930 Commenced zig-zagging in accordance with Plan 25. At 2400 changed to zone minus nine time (-9).

## 3 SEPTEMBER 1944

0800 Position

01° - 10.8' N  
150° - 48.8' E

1200 Position

01° - 00.6' N  
151° - 19.4' E

2000 Position

00° - 05.1' N  
152° - 33.8' E

Steaming as before with Task Force 34. At 0300 changed course and axis to 270°(T); speed 15 knots. At 0328 in contact with Task Force 38 by TBS radio. 0500 In vicinity of rendezvous point with Task Force 38 at 01° 30' N, 150° - 25' E. Cruisers detached from T.F. 34 join their Task Force 38 groups. Commenced maneuvers, which lasted throughout the morning, to join up with fueling groups and Task Force 38, maintaining an advance on course 120°(T). At 0800 changed to minus ten (-10) zone time. At 1200 U.S.S. CASSIN YOUNG alongside with official mail. Task Force 34 dissolved, cruiser and destroyer units, except DesDiv 99, reporting to Task Groups 38.2 and 38.3. Battleships and DesDiv 99 organized as Task Group 38.5. Task Force 38 operates under ComFirstCarTaskForPac (Vice Admiral M.A. MITSCHER) Operation Order No. 10-44 of 20 August 1944. Disposition and instructions are also found in First Carrier Task Force Instructions, which modifies and amplifies U.S.F. 10A. Task

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Groups 38.1, 38.2 and 38.3 present. Task Group 38.4 on an independent mission to the north. Operations contemplate Task Group 38.5 operating independently during the early strikes on Palau and Mindanao.

Task Group 38.5 (Vice Admiral W.A. LEE in WASHINGTON) operating under ComBatPac operation order 12-44 (280001 of August 1944).

At 1719 Task Group 38.5 formed cruising disposition 4-S on course 140°(T), axis 120°(T). At 2400 changed to zone minus nine (-9) time.

4 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
00° - 11.3' S	00° - 06.1' S	00° - 21.9' S
150° - 52.9' E	149° - 59.3' E	148° - 21.5' E

Steaming as before. At 0000 changed fleet course and axis to 280°(T). Fleet speed is 17 knots. Task Force 38 groups 1, 2 and 3 are Northwest of 38.5, enroute Palau. 38.5 is enroute area "Temple" which is approximately at 3°N, 135°E. At 0700 DAVEY JONES announced his presence aboard, and at 0900 NEPTUNIS REX was received with due ceremony. Pollywag members of the crew were converted to shellbacks.

5 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
01° - 17' N	01° - 29.4' N	01° - 33.1' N
145° - 24.6' E	144° - 37.4' E	142° - 36.9' E

Steaming as before. During the day conducted tactical and gunnery exercises conforming in general to base course 270°(T). At 1930 changed fleet course to 280°(T); speed is 17 knots. Zig-zagging in accordance with Plan 25.

6 SEPTEMBER 1944

<u>0800 Position</u>	<u>1200 Position</u>	<u>2000 Position</u>
02° - 03.6' N	02° - 08.5' N	02° - 14.3' N
139° - 29.3' E	139° - 10.6' E	137° - 29.4' E

Steaming as before. At 0615 U.S.S. NEW JERSEY with Commander Third Fleet (Admiral W.F. HALSEY) joined Task Group 38.5. Battle-line organization became:

BatDiv 7

IOWA (F)  
NEW JERSEY (FFF)

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MASSACHUSETTSBatDiv 9ALABAMA (F)  
WASHINGTON (FF)

Exercised at tactics and gunnery throughout the day, with CombatDiv 8 active as O.T.C. At 1206 U.S.S. HEALY alongside to transfer patient. At 1710 U.S.S. COTTEN alongside with mail. Fleet course and axis 290°(T); speed 15 knots.

7 SEPTEMBER 1944

0800 Position03° - 48.9' N  
134° - 55.3' E1200 Position03° - 58.9' N  
134° - 33.5' E2000 Position03° - 08.4' N  
135° - 21.3' E

Steaming as before. Conducted tactical and gunnery exercises throughout the day. At 1015 stood to General Quarters stations for exercises. Secured at 1115. At 1624 USS HICKOX alongside to fuel. Operation completed at 1727, USS HICKOX receiving 69,780 gallons fuel oil. Fleet course 140°(T), axis 270°(T), speed 15 knots.

8 SEPTEMBER 1944

0800 Position04° - 25.7' N  
135° - 27.3' E1200 Position03° - 47.1' N  
135° - 45.7' E2000 Position02° - 58.4' N  
135° - 18.9' E

Steaming on course 340°(T), axis 270°(T), speed 17 knots in cruising disposition 4 Sugar. Zig-zagging according to Plan 25. Conducted various tactical and gunnery exercises throughout the day. At 0800 catapulted two planes for flights in connection with gunnery drills; recovered aircraft by Charlie Methed at 1120. Stood to General Quarters stations at 1315 for drill, securing at 1326. U.S.S. HEALY alongside to fuel at 1615, clearing side at 1732 after receiving 19,945 gallons of fuel oil. Formed cruising disposition 4-Sugar at 2015 on fleet course 140°(T), axis 270°(T) at 17 knots

9 SEPTEMBER 1944

0800 Position04° - 05.3' N  
135° - 09.9' E1200 Position04° - 42 ' N  
135° - 11.5' E2000 Position03° - 49.0' N  
135° - 11.2' E

Steaming as before. Conducted tactical exercises throughout day upon direction of O.T.C. At 1150 fleet course and axis changed to 180°(T). At 2004 formed cruising disposition 4 Sugar on course and axis 350°(T) at 17 knots. U.S.S. HICKOX left formation at 2200 on direction of O.T.C. to carry out undisclosed assignment.

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**SECRET**WAR DIARY

10 SEPTEMBER 1944

0800 Position05° - 19.3' N  
134° - 14.5' E1200 Position04° - 55.2' N  
133° - 41.0' E2000 Position04° - 51.8' N  
134° - 18.4' E

Steaming as before, zig-zagging according to Plan 25. At 0612 U.S.S. INDIANA reported sighting a floating mine and dropped a smoke pot to mark the approximate location. U.S.S. GATLING was sent to investigate. Effected rendezvous with Fueling Group 30.8.5 and 0630 formed fueling disposition 4 Fox, guide U.S.S. NECHES, on course 180°(T) at 12 knots. At 0707 came alongside port side of U.S.S. KASKESKIA and commenced receiving fuel. At 0811 U.S.S. HEALY came alongside to port and transferred aboard a radio technician. At 1040 completed fueling operations having received 14,345 barrels fuel oil at 60°F. Zig-zagged independently on station while the units fueled. At 1146 formed cruising disposition 4 Sugar on course 270°(T), axis 060°(T) at 17 knots, guide, U.S.S. INDIANA. Fleet axis changed to 090°(T) at 1417 and at 1430 formed cruising disposition 4 Nan. At 1718 U.S.S. DORTSCH alongside to transfer guard mail. Fleet axis changed to 320°(T), fleet course to 310°(T).

11 SEPTEMBER 1944

0800 Position06° - 33.1' N  
132° - 16.4' E1200 Position07° - 13.2' N  
131° - 41.5' E2000 Position08° - 42.0' N  
130° - 23.1' E

Steaming as before on various courses and at various speeds as directed by O.T.C. At 1139 formed by divisions 90° relative to BatDiv 8, station units formed 180° relative to unit guides. Pursuant to ComThirdFleet 102035, at 1200 Task Group 38.5 dissolved, U.S.S. MASSACHUSETTS becoming a unit of Task Group 38.3, organized as follows:

T.F. 38 - Vice Admiral MITSCHERT.G. 38.3 - Rear Admiral SHERMAN(a) 38.3.1 - Air Force - Rear Admiral SHERMAN

ESSEX (F)

LEXINGTON (FF)

LANGLEY

PRINCETON

(b) 38.3.2

Heavy Support - Vice Admiral LEE

BatDiv 6 less NORTH CAROLINA

WASHINGTON (FF)

BatDiv 8

MASSACHUSETTS, INDIANA

BatDiv 9

ALABAMA (F) (SOUTH DAKOTA not present)

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- (c) 38.3.3 Light Support - Rear Admiral DU BOSE  
 GrDiv 13 less BLOXI  
 RENO
- (d) 38.3.4 Screen - Captain Todd  
 DesRon 50  
 DesRon 55

Vice Admiral MITSCHER present in LEXINGTON; Rear Admiral SHERMAN present in ESSEX.

At 1337 formed fueling disposition 1 Fox while carriers fueled. Fleet guide is center tanker, fleet course and axis 315°(T), speed 12 knots. 1525 U.S.S. HEALY alongside for transfer of engineering material. 1645 Formed cruising disposition 5 Roger, guide, U.S.S. ESSEX, on fleet course 315°(T), fleet axis 225°(T) at 20 knots.

12 SEPTEMBER 1944

0800 Position

10° - 55.3' N  
 127° - 28.0' E

1200 Position

10° - 44.1' N  
 126° - 33.8' E

2000 Position

11° - 18.1' N  
 127° - 06.4' E

Steaming as before in company with Task Group 38.3 zig-zagging as required by operations and as maneuvers permit. Beginning at dawn and continuing throughout the day, carriers launched fighter sweeps and air strikes against the Islands of Negros, Leyte, Cebu and Samar in the Central Philippines. Japanese airfields, shipping and shore installations were heavily attacked. ASP and CAP were maintained by the Air Groups. Sea-plane rescue facilities by battleships. From 0518 to 0618 stood to General Quarters stations. Formation axis rotated to 300°(T) at 0638. Maneuvered as required by flight operations and as directed by C.T.C. At 1140 sighted land bearing 249°(T), believed to be a portion of Dinagat Island, Central Philippine Group. At 1210 U.S.S. CASSIN YOUNG alongside to deliver guard mail. At 1220 U.S.S. DORTCH alongside to fuel; fueling completed at 1315, 50,490 gallons fuel oil transferred. At 1400 the Captain addressed the crew over the Public Address System as follows:

"This is the Captain speaking. My purpose is to outline for you the operations which are now taking place so that you may understand not only what we are doing, but what others are doing in coordination with us.

First, the strategic situation. As you know, while we were back in the States, our line of advance was pushed westward from the Marshalls to the Marianas, bypassing Truk. During this time, General MacArthur advanced his positions from Hollandia, where we left him, to the western tip of New Guinea. You can visualize these two moves on the map as two spears pointing toward the Philippines, one from the south and one from the east; the one

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