

## DECLASSIFIED

1 March 1945.

Subject: War Diary for Month of February 1945.

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proceeding to Espiritu Santo at 14 knots. This ship patrolling 30° on either bow 2500 yards ahead at 17 knots. Convoy is to rendezvous at point Love; latitude 00-01 North, 165°30 E; with U.S.S. GENDREAU (DE 639), which will relieve this ship as escort.

11-13 February: Proceeding as above. 0000 on 12th commenced using zone time -11½. 0000 on 13th commenced using zone time -11.

14 February: 2355 rendezvous with U.S.S. GENDREAU (DE 639) at latitude 08'20' south, 165° 27' E; this ship relieved as escort; departed from the convoy and proceeded independently enroute to Eniwetok at 17 knots.

15-17 February: Proceeding as above. 1800 commenced using zone time -12. 1733, 17 February entered Eniwetok harbor. 2005 anchored in Eniwetok harbor awaiting further order after completing fueling.

18 February: Remained at anchor in Eniwetok.

19 February: 1334 underway in accordance with C.T.G. 96.3's secret mailgram 172230 of February 1945. Task unit 96.3.13 consisting of U.S.S. MARTIN (DE 30), U.S.S. MANLOVE (DE 36), and this vessel are escorting Eniwetok, Ulithi, Kossol Roads convoy #16; commander of Task unit is commanding officer of this vessel. Convoy consists of the following ships: U.S.S. CASTOR (AKS-1) position 31, is convoy commodore and guide; U.S.S. MENDOCINO (APA-100) position 21, is convoy vice-commodore; S.S. RINGLEADER, position 11; S. S. MANDARIN, position 12; S. S. ESSO PITTSBURG, position 13; S. S. BEAR PAW, position 22, S. S. LOCKOUT MOUNTAIN, position 23, S. S. BLADENSBURG, position 32; S. S. MISSION SAN RAFAEL, position 33; S. S. BUNKER HILL, position 41; S. S. ROSEBUD, position 42; S. S. PINE RIDGE position 43. Convoy proceeding at base speed 14 knots. Task unit patrolling the following stations at 16 knots: U.S.S. MARTIN (DE 30) position 3.5300; U.S.S. MANLOVE (DE 36) position 3.5060; this vessel position 3000.

20-23 February: Steaming as above. S. S. ESSO PITTSBURG is straggler. 0000 20th commenced using zone time -11. 1830 on 21st commenced using zone time -10. 23 February arrived at Ulithi. U.S.S. MARTIN (DE 30); U.S.S. MENDOCINO (APA 100); S. S. RINGLEADER; and S. S. MANDARIN proceeded to Kossol Roads. All other ships entered Ulithi harbor. The S. S. ESSO PITTSBURG straggled about 40 miles behind convoy. 1535 anchored in Ulithi harbor.

1908 pursuant to verbal orders from ComTaskUnit 94.6.2, underway from Ulithi proceeding to latitude 10'03'11, longitude 138° 25' E, to rescue downed plane. The plane, PEM-30 #45299 of squadron UPB-22 had been forced down because of engine troubles. A dumbo plane was flying overhead to mark the location of the downed plane. The plane in the water was not taking any water on board and the radio and

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IFF equipment were still operating. Communications were established with both planes and radar contact maintain on the dumbo plane and emergency IFF signals of the plane in the water. Ship proceeded at flank speed (23 knots) to the plane. Got contact with plane on surface radar at about eleven miles and sighted a light on the plane when about five miles away at 2250 King. 2330 motor whale boat was put in the water to rescue the plane crew and assist in taking the plane in tow. 2350 U.S.S. MANLOVE (DE 36) arrived in the area and commenced screening around the plane in a circle 3000 yards away. Plane crew consisted of nine enlisted men and three officers, none of them received any injuries. 0010 24 February the whale boat returned to the ship with 7 men and three officers; two of the men were left on the plane to handle towing lines. Operations were commenced immediately to get the plane in tow. After many attempts, maneuvering the ship into various positions, and using the whale boat the plane was taken in tow at 0910 King, 24 February 1945. During the operation the sea was moderately rough and 15-18 knot wind was blowing from the northeast. While attempting to take the plane in tow the port wing was damaged, also motor whale boat was seriously damaged when hoisting it on board. 0915 with all of the planes crew on the ship and the towing line made fast to the towing bridle of the plane; took departure for Ulithi Island on course 104°T at 1/3 speed five knots. 1155 towing brodle on the plane broke. U.S.S. MANLOVE (DE 36) then made several attempts to take the plane in tow. 1440 after conferring with the pilot, Lieutenant H.F. STANHEFER, USNR, and notifying the squadron commander at Ulithi the plane was destroyed by gun fire. U.S.S. MANLOVE (DE36) and this vessel then returned to Ulithi. 2248 anchored in Ulithi harbor.

25 February: 1310 pursuant to C.T.U. 94.6.2's dispatch 241250 of February 1945 underway from Ulithi as escort for convoy UE 83. Convoy consisting of one ship S. S. SEA FIDDLER proceeding to Eniwetok at 12.5 knots and zig-zagging in accordance with plan #11 of zigzag diagrams of 1940. This ship patrolling 2500 yards ahead of convoy at 14 knots conforming to the general courses of the zig-zag plan.

26-28 February: Steaming as above. 0100 on 27th commenced using zone time -11. 1700 27 February convoy ceased zig-zagging, 3000 yards ahead 20° on either bow of convoy at 15 knots.

*M. M. Sanford*  
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cc: CinCPac  
ComDesPac  
ComCortDiv 86.