

REG. NO 745
R. S. NO
REG. SHEET NO 106

U. S. S. TILLMAN (DD-641)

WAR DIARY

MONTH OF SEPT. 1945

1 September 1945.

Moored in berth #420, Northern Anchorage, Ulithi, Caroline Islands. Ships present: Various units of the U.S. and Allied Pacific Fleets and Merchant Shipping; SOPA is ComTransRon 20 in USS MONTGOMERY; Administrative SOPA is ComServRon 10 Representative in USS PRAIRIE. This vessel is acting as flagship for Commander Carolines Surface Patrol and Escort Group (CTG 94.6). Captain B. VAN MATER, USN, (CDD 32).

2 September 1945.

Moored as before.

3 September 1945.

Moored as before. 0545 Captain J.C. WEBB, USNR, representative of the Atoll Commander Ulithi, and party came aboard for trip to Yap Island. 0556 Underway from berth, proceeding to Yap Island. 0646 Cleared harbor channel, set course 180°T, speed 24 knots. 0706 Passed Pugelug Island abeam to starboard, distant 3000 yards, changed course to 260°T. 0800 Ship's position: Lat. 09°-46.2'N, Long. 139°-41.8'E. 0952 Sighted Yap bearing 256°T, distant about 30 miles. 1100 Changed speed to 20 knots. 1120 On various courses and speeds to close the entrance to Tomil Harbor. 1130 Stopped all engines, lying to awaiting arrival of Japanese landing barge containing Japanese Surrender Emissaries. 1143 Landing barge came alongside; following officers of the Imperial Japanese Government came aboard to carry out preliminary negotiations for the surrender of Yap Island garrison: Lt. Col. MIENO, Capt. FURAKAWA (Army), Lieut. IKIDA (Navy), and 1st. Lieut. TANAKA (Army). 1200 Ship's position: Lat. 09°-28.5'N, Long. 135°-09.5'E. 1430 Conference completed; above-named Japanese officers left ship. 1440 Underway at 15 knots, set course 080°T for return to Ulithi; commenced building-up speed for full power run. 1556 Set speed of 32 knots. 1717 Sighted Pig Island bearing 065°T distant 15 miles. 1748 Passed Pig Island abeam to port, changed course to 000°T. 1817 Entered swept channel to Ulithi, commenced lowering speed. 1853 Moored to buoy in berth #420. 1859 Captain WEBB and party left ship.

4 September 1945.

Moored as before.

5 September 1945.

Moored as before. 0555 Captain J.L. WYATT, USN, Atoll Commander Ulithi, and party came aboard for trip to Yap Island. 0601 Underway, proceeding to Yap Island. 0637 Cleared Mugai Channel, changed course to 185°T, changed speed to 27 knots. 0700 Passed Pig Island abeam to starboard distant 2 miles, changed course to 260°T. 0800 Ship's position: Lat. 09°-49.4'N, Long. 139°-43.11'E. 0936 Sighted Yap

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(WAR DIARY CONT'D)

bearing 266°T distant about 28 miles. 0938 Changed speed to 25 knots. 1100 Lying-to off entrance to Tomil Harbor. 1125 Jap landing barge came alongside containing Surrender Party. 1126 Col. DAIHACHI ETO, Commanding Officer of the Japanese garrison at Yap, and the following members of his staff came aboard to carry out the formal surrender of Yap Island: Lt. Col. MIENO, Capt. FURAKAWA, Capt. TANAKA, Lieut. IKIDA, Ens. SUZUKI and 1st Lieut. TANAKA. 1200 Ship's position: Lat. 09°-28.5'N, Long. 135°-09.5'E. 1400 Formal surrender of Yap garrison to the United States accepted by the Atoll Commander Ulithi aboard this vessel. 1404 Col. ETO and party departed in Jap barge, accompanied by Captain WYATT and staff for ceremonies ashore. 1416 Commenced patrolling off 100 fathom curve, awaiting return of party, speed 5 knots. 1721 Closed channel. 1736 Captain WYATT and party returned to ship. 1757 Changed course to 080°T, speed 28 knots. 2000 Ship's position: Lat. 09°-39'N, Long. 139°-10'E. 2200 Entered Ulithi harbor. 2315 Captain WYATT and official party left ship.

6 September to 12 September 1945.

Moored as before.

13 September 1945.

Moored as before. 2200 Parted chain to buoy. Let go anchor.

14 September 1945.

Anchored as before. 1420 Anchor dragging due to heavy seas; underway, standing out of harbor to patrol to north of Atoll for the night. 1601 Commenced patrolling on courses 350° - 170°, speed 5 knots to the north of Ulithi Atoll. 2000 Ship's position: Lat. 10°-06.8'N, Long. 139°-51.9'E.

15 September 1945.

Steaming as before. 0629 Changed course to 250°T proceeding to Mugai Channel entrance. 0651 Entered Ulithi Harbor. 0732 Moored to buoy, berth #420, Northern Anchorage.

16 September to 24 September 1945.

Moored as before.

25 September 1945.

Moored as before. 0751 Underway for tactical exercises in company with CortDiv 64. 0826 Cleared harbor, set course 070°T to rendezvous with CortDiv 64 at position two miles east of Fallalop Island. 0930 Joined CortDiv 64, ComDesDiv 32 in this vessel assumed duties of O.T.C., commenced tactical drills. 1200 Ship's position: Lat. 10°-10.3'N,

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under training in native hospitals. When considered adequately trained, they were stationed in the native villages and on non-garrisoned atolls and islands. By the end of October, native practitioners were functioning on Majuro and Jaluit, while native nurses and corpsmen were under instruction at Roi and Majuro. It was planned to use the training school for native medical personnel on Guam to provide additional training of Marshallese natives, as well as those from other islands under Naval Military Government administration.

During the first half of November, council meetings were held by Military Government with the Marshallese leaders, in which medical and sanitary regulations were laid down. A committee was formed to distribute recovered Japanese food stores and to reapportion Japanese canoes to the islands of the atoll. Civilian relief supplies of salvaged lumber, cement, canvas, cooking utensils, and clothing were distributed, and supplies were furnished to rebuild damaged cisterns.

Surrender and Development of Yap.

The surrender of Yap Atoll by Colonel Eto, Imperial Japanese Army, was received aboard the destroyer THILMAN on 5 September by Captain J. L. Wyatt, Atoll Commander Ulithi, as representative of the Commander Marianas. Colonel Eto further supplied an officer courier and written orders for the surrender of any Japanese nationals that might be on Sorol, Ifalik, and Eauripik Islands (to the southeast of Yap, and included in his command). The expedition made to these three islands is described in a later section.

Involved in the surrender at Yap were 4123 Army personnel, 10 Japanese civilians attached to the Army, 16 Formosan civilians attached to the Army, 1161 Navy personnel, 717 Japanese civilians attached to the Navy, 713 Korean civilians attached to the Navy, and five Formosan civilians attached to the Navy, as well as 5500 native Carolinians. The Japanese destroyer HIBIKI and the survey ship SOYA lifted 1914 Japanese military personnel from Yap on 11 and 14 October respectively, this evacuation being supervised by a unit designated by the Island Commander Ulithi aboard SILVERSTEIN (DE).

On October 12th, the Military Government Unit at Yap was commissioned, with Commander E. B. Hayden commanding. Meantime, the Japanese garrison had cooperated so wholeheartedly with our forces that certain elements of the 603rd Naval Construction Battalion were enabled to go ashore to commence the construction of the Military Government camp near the location of Yap Town. The Japanese even went so far as to assist in this construction work. Most of the roads on Yap were impassable, but were soon repaired by the Seabees, assisted by the Japanese garrisons.

The Yap and Gagil-Tosil Airfields were abandoned, because the labor required for the repair and maintenance of the strips was considered excessive for the amount of air traffic likely to utilize them. A seaplane runway, however, was laid out and buoyed in Tomil Harbor.

On 16 November, General Order No. 1 was still in process of being executed. All Japanese land mines, beach mines, and known unexploded American ordnance, with the exception of 200 rounds of rifle ammunition which were held for security

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purposes and one box of dynamite which was kept for possible bomb disposal work, were dumped at sea. The butterfly bomb area was fenced in by barbed wire. Six moored minefields also remained to be cleared.

During the week 15-22 November, Yap, which had heretofore been under the command of the Atoll Commander Ulithi, was placed under the jurisdiction of the Commander of the Occupation Forces Palsu, in accordance with Commander Marianas Operation Plan 6-45.

The following week, 319 natives who had been transported by the Japanese to Yap Atoll from various islands of the area were transferred to Mognog Island, Ulithi Atoll, where they were given medical examinations preliminary to repatriating them to their native islands.

The American Flag was raised over Yap on 7 December, with the arrival of one Marine platoon aboard LCI 729, at which time Major Storm, USMC, assumed responsibility for the evacuation of the Japanese from the atoll. Later the same week, four Japanese ships repatriated 2674 Japanese military personnel from Yap, and, when 1700 additional Japanese servicemen were removed by three Japanese ships during the week of 14-21 December, the evacuation of Japanese military from Yap was complete, except for 663 men who were retained to perform the labor necessary for the restoration of the island. It was expected that this work would be completed by 28 January, and the repatriation of the remaining Japanese was accordingly planned for approximately 1 February. The only other foreign nationals left on Yap were four White Russians and 31 Korean military.

Surrender and Development of Wotje.

On 6 September, Captain H. B. Grow, Atoll Commander Majuro, received the surrender of Wotje (one of the by-passed Marshalls atolls) which had contained an early 1944 population of 2103 Navy personnel, 429 Army personnel, and 756 civilians--or 3298 persons in all. When American troops took over, however, there remained only 497 Navy, 136 Army, and 436 civilian personnel, for a total of 1069, of whom a substantial number were in serious condition--much worse than at Mille, which had been the atoll where the greatest attrition had thus far been encountered in the Marshall Islands. Air attacks had accounted for 564 deaths, malnutrition had caused the deaths of 1235, illness had killed 166, 107 were either missing or deserters, while 157 had died from various other causes.

During the last week of September, 112 patients were transferred from the Japanese garrison to Mille aboard LCI 880, and from there they were evacuated to Japan on the HIKAWA MARU (AH). The destroyer escort AMAMI evacuated 225 Japanese military on October 20th. The 7470-ton Japanese carrier HOSHO executed one of the largest evacuations yet effected in the Marshalls-Gilberts Area when she departed on 31 October with 1947 Japanese repatriates aboard, comprising 529 from Wotje, 610 from Maloelap, and 808 from Jaluit. This completed the evacuation of the Japanese garrison from Wotje, leaving only 265 Koreans on the atoll.

On 30 October, LCI 481 discharged a total of 63 Koreans at Wotje, including 58 from Jaluit and five from Maloelap, to bring the number of Koreans in the Majuro sub-area to 328--all of which were concentrated at Wotje, with the exception of the 63 prisoners of war at Majuro. This concentration of Korean troops was carried out in order to make the process of shipping the entire group back

U.S.S. SILVERSTEIN (DB534)

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Task Unit 94.6.2
Captain B. Van Mater, USN
in TILLMAN (DD641)

1 October 1945. Zone minus 10.

Entered Ulithi Harbor at 0709, fueled ship, and anchored in Berth 113.

2 - 9 October 1945. Zone minus 10.

Anchored for upkeep, and awaiting orders.

10 October 1945. Zone minus 10.

Assigned to Atcom, Ulithi (CTU 94.5.5) for temporary duty. Underway at 1759 in compliance with Atcom, Ulithi Operation Plan No. 16-45.

<u>0800</u>	<u>1200</u>	<u>2000</u>
Ulithi	Ulithi	9-34 N. 139-41 E.

Task Unit 94.5.5
Captain J.C. Webb, USNR
Atcom, Ulithi

11 October 1945. Zone minus 10.

Arrived off Tomil Harbor, Yap at 0800; patrolled until 1530 when Japanese destroyer HIBIKI was sighted. Put boarding party on HIBIKI to verify her demilitarization, then permitted her to enter harbor. Boarding party also supervised unloading of provisions for Jap garrison.

<u>0800</u>	<u>1200</u>	<u>2000</u>
9-27 N. 138-13 E.	9-26 N. 138-11 E.	9-27 N. 138-12 E.

12 October 1945. Zone minus 10.

Patrolled off Yap while boarding parties ashore and aboard HIBIKI inspected personnel and effects being loaded on board for evacuation to Japan. HIBIKI released and departed at 1800 for Guam.

<u>0800</u>	<u>1200</u>	<u>2000</u>
9-27 N. 138-09 E.	9-29 N. 138-10 E.	9-32 N. 138-19 E.

J.C. Hartman
F.C. HARTMAN.

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(WAR DIARY CONT'D)

25 September 1945.

Long. 139°-47'E. 1200 Drills completed, proceeding independently into port. 1255 Entered port. 1325 Moored alongside YO 146 for fueling. 1448 Underway for berth #420. 1505 Moored to buoy in berth #420.

26 & 27 September 1945.

Moored as before.

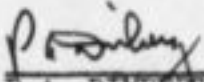
28 September 1945.

Moored as before. 0755 Underway, in company with CortDiv 64, for tactical exercises, ComDesDiv 32 in this vessel - O.T.C. 0850 Cleared harbor, changed course to 065°, speed 15 knots. 0903 Commenced exercises. 1200 Ship's position: Lat. 09°-59.8'N, Long. 139°-49.8'E. 1208 Completed exercises, proceeding independently into port. 1230 Entered Ulithi Harbor. 1302 Moored to buoy in berth #420, Northern Anchorage, Ulithi, C.I.

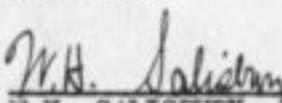
29 & 30 September 1945.

Moored as before.

APPROVED:


P.A. DIMBERG, Lt. Comdr., USN.
Commanding.

EXAMINED:


W.H. SALISBURY, Lieut., USNR.
Executive Officer.

In reply refer to
DD641/

U. S. S. TILLMAN (DD641)

Serial:

c/o Fleet Post Office
San Francisco, California
1 November 1945.

CONFIDENTIAL

WAR DIARY - MONTH OF OCTOBER 1945.

1 October 1945.

Moored in berth No. 420, Northern Anchorage, Ulithi Atoll, Caroline Islands. Ship's present: Units of CortDiv-64, this vessel, U.S.S. PRAIRIE, and various auxiliary and patrol craft. SOPA is ComServRon-10 Representative in U.S.S. PRAIRIE. This vessel is acting as station ship for Commander Carolines Surface Patrol and Escort Group (CTG 94.6), and as division flagship for ComDesDiv-32. CTG 94.6 (and CDD-32) is Captain B. VAN MATER, USN. 1300 Captain B. VAN MATER (CDD-32 and CTG 94.6) assumed duties of SOPA Ulithi.

2 October to 15 October.

Moored as before.

16 October 1945.

Moored as before. 0755 Underway in accordance with CTG 94.6 visual despatch for tactical exercises in company with USS BUTLER (CCD-64) and USS LEWIS. 0835 Cleared harbor entrance, set course 070°T, speed 15 knots. 0906 Formation dissolved; commenced individual ship handling drills off Falalop Island. 1144 Completed ship handling drills; changed course to 310°T, speed 7 knots, proceeding to rendezvous five miles north of Falalop Island. 1200 Ships position: Lat. 10°-04'N, Long. 139°-51.7'E. 1300 Commenced tactical exercises in company with USS BUTLER and USS LEWIS. CCD-64 in BUTLER OTC, order of ships: BUTLER, LEWIS, TILLMAN. 1523 Completed tactical exercises; changed course to 260°T, speed 20 knots, proceeding to port. 1543 Passed through gate. 1600 Moored in berth 420, Northern Anchorage, Ulithi, SOPA is CDD-32 in this vessel.

17 October 1945.

Moored as before. 1650 Captain J.C. WEBB, USNR, Atoll Commander Ulithi, and party came aboard for inspection trip to Yap Island. 1737 Underway for Yap Island. 1805 Cleared harbor entrance, set course 170°T, speed 10 knots. 1854 Changed course to 200°T, Pugeluu Island abeam to starboard, distant 2500 yards. 1916 Changed course to 258°T, Pig Island abeam to starboard, distant 2 miles. 2000 Ship's position: Lat. 09°-45'N, Long. 139°-34.5'E.

18 October 1945.

Steaming as before. 0630 Sighted Yap Island bearing 265°T distant 10 miles. Changed course to 265°T. 0730 All engines stopped to receive LCVP from Yap Island. 0754 LCVP departed with inspection party. 0817 Received Tech. Sgt. SHIGETA aboard for emergency appendectomy. 0830 Commenced patrolling off Yap Island, Tomil Harbor, at 5 knots. 1009 Received Eugene G. RAVIS, GM2c, USNR, aboard for medical treatment: diagnosis-fracture of right wrist, temporary splint

SUMMARY OF ACTIVITIES FOR SEPTEMBER

The time zone applicable for this Squadron was Zone-10 (King).

Marine Scout Bombing Squadron Two Forty-Five, under the operational control of the Air Defense Commander, Ulithi, has been assigned the mission of maintaining Anti-Submarine Patrols, making reconnaissance of Yap Islands, Sorol Islands and Fais Island. When directed, this squadron participated in Air-Sea Rescue operations. This squadron participated in the over-all mission of providing Air Defense for Ulithi Atoll and protection of the Fleet Anchorage.

Daily reconnaissance flights were carried out over Yap Island, with the exception of those cancelled due to bad weather, until September the 18th, at which time the Squadron Duty Officer was informed by Group Operations that such flights had been cancelled. The scheduling of such missions was then made optional.

On September the 2nd, leaflets were dropped on Yap Islands stating that one of our destroyers would be off-shore the following day to carry on the surrender negotiations of Yap Islands. The next day, September the 3rd, the second reconnaissance flight observed a white cross on Yap Island Airstrip, followed by the word "UNDERSDAND." This indicated that the Japanese were willing and ready to begin surrender negotiations. Seven (7) additional Anti-Submarine Patrols were flown with fourteen (14) planes being utilized. They flew air cover over the destroyer dispatched to Yap Islands to carry out surrender work with the Japanese. Major J. E. Bell was aboard the destroyer as the representative of our squadron.

The surrender of Yap Islands was completed aboard the destroyer USS Tillman in Tomil Harbor on September the 5th.

On September the 9th, a dispatch was received stating that Ulithi Atoll was to be reduced to a caretaker status. This dispatch came from CINCPAC.

Major S. M. Tutton, USMC, who was serving as executive officer of this squadron was detached to the Third Marine Aircraft Wing. Captain W. M. Ellison, USMCR, assumed duties as the new executive officer.

Another dispatch was received September the 11th to the effect that Marine Scout Bombing Squadron Two Forty-Five was to be returned to the United States to await further disposition.

5 September 1945 (cont'd.)

The Special Anti-Submarine Patrol schedule set up to fly air cover for the destroyer at Yap Island could not be carried out because of the bad weather. The first patrol was airborne but was forced to turn back as was the case with the Yap Islands Reconnaissance Flight.

The surrender negotiations of Yap Islands were completed aboard the Destroyer USS Tillman in Tomil Harbor.

Two (2) normal Anti-Submarine Patrols were flown but the second had to return early because of bad weather as did the day's aerology flight.

All planes were grounded and secured when an announcement of the approach of high winds was made by the aerology department.

6 September 1945

Yap Islands were reconnoitered by four (4) flights with a total of nine (9) planes being utilized. Two (2) planes also carried out a reconnaissance of Sorol Islands.

One (1), two (2) plane special Anti-Submarine Patrol was flown to Yap Islands. This was to have flown air cover over the destroyer Tillman but it had already returned to the Ulithi Anchorage.

7 September 1945

The daily aerology flight was cancelled because of poor weather conditions.

All other flights were flown as scheduled with Yap Islands being reconnoitered three (3) times during the day. A total of nine (9) flights carried out this work.

8 September 1945

Nine (9) scheduled flights carried out three (3) reconnaissance missions over Yap Islands.

One (1) Air-Sea Rescue Flight was flown to investigate a floating object which had been reported as a body. The search was successful but the object proved to be only a piece of cloth.

The day's last patrol was cancelled because of bad weather. During the evening, Group Operations announced the cancellation of all Anti-Submarine Patrol Flights.