

DD401/416-3
Serial No. 012

U.S.S. MAURY (DD401)
% Fleet Post Office,
San Francisco, Calif.

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

August 15, 1943.

From: The Commanding Officer.
To : The Commander in Chief, Pacific Fleet.
Via : 1. Commander South Pacific Force.
2. Commander Task Force 31.
3. Commander Task Group 31.2 (CDD 12).
Subject: Report of Night Destroyer Attack Against
Japanese Surface Ships in Vella Gulf, Night
of August 6, 1943.
Reference: (a) U.S.N.R. 1920, Art. 712, 874(6).
Enclosure: (A) Track Chart. P. 10.

NARRATIVE

1. Task Group 31.2 departed Port Purvis 1130, 6 August 1943, to make a sweep of Vella Gulf. The group was to proceed via Gizo Straight arriving at 2200 and remain in Vella Gulf until 0200 to prevent supplies reaching the Japanese garrison on Kolombangara by either barges or a cruiser-destroyer force. A conference was held in the morning and the operations were thoroughly discussed and a plan for all eventualities evolved. The group proceeded in two divisions: A-1 composed of DUNLAP (CDD 12), CRAVEN, and MAURY, and A-2 composed of LANG (CDD 15), STACK and STRETT. The group proceeded in a circular anti-aircraft screening formation until sunset and then formed a column of divisions interval 4,000 yards.

After the moon set the night was very dark; the sky overcast and weather generally squally. The force was apparently unsighted by planes throughout the approach.

2. The following is a chronological narrative of events:

- 2159: slowed to 15 knots changed course to 050° T, to pass through Gizo Straight.
2229: changed course to the right by division column to 124° T. This placed division A-2 on our starboard quarter, near the shore in order to search for barges along the north shore of Gizo Island. Division A-1 with heavy torpedo batteries were ahead and out board to guard against surface forces.
2257: division column left to 000° T, to search along coast of Kolombangara. Division A-2 formed 150° T on Division A-1.

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- 2323: changed course by division column movement to 030° T, and increased speed to 25 knots. This change was a part of the prearranged plan in order to permit another complete circuit of the gulf before 0200.
- 2334: C.I.C. reported surface radar contact 19,800 yards bearing 351° T. Almost immediately O.T.C. reported contact at 19,000 yards.
- 2338: C.I.C. reported contact appeared to be four ships in column course 175° T, speed 28 knots. Came to course 335° T by column movement, commenced approach.
- 2343: division A-1 was ordered to fire port torpedo broadside. MAURY fired eight (8) torpedoes, base torpedo course 298° T, intermediate speed, basic depth setting five feet, spread 2°. Immediately after firing came to course 120° T for retirement.
- 2347: observed torpedo hit which appeared as a red small glow and went out. This was followed very quickly by a hit on a different target which caused a large explosion. The third on a still different target caused a similarly large explosion. The next two hits appeared close together and both caused large explosions. Three ships were now burning with fires increasing. Division A-2 opened fire on enemy ships.
- 2352: changed course to 180° T. At this time only one burning ship was in view and C.I.C. reported only two contacts on radar screen. It is believed two destroyers hit by torpedoes were sunk by combination of torpedo and gun fire. The one burning ship was made out to be a cruiser and was burning fiercely from her stern through the bridge structure. She was a mass of flames topside and appeared to be a little down by the head.
- 2358: opened fire on cruiser at 9,000 yards with five-inch battery. While firing on the cruiser observed gun flashes on our port bow. The flashes did not appear to be flashless powder and upon checking the bearing with C.I.C. and the location of Division A-2 it was reported to O.T.C. that shore batteries on Kolombangara had opened fire and that MAURY, leading ship in column, would soon be silhouetted against the burning cruiser.

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- 2359: C.I.C. recommended a change of course to right as present course was headed for Kolombangara. S.G. radar was out due to firing. After expending five salvos, ceased firing for possible counter battery fire and to get S.G. radar back to check distance to shore and to guard against possible approach of other enemy forces. As the enemy cruiser was obviously damaged beyond recovery and under fire from five other ships it was thought best to sacrifice our gunfire in order to keep one S.G. in the division functioning, as both CRAVEN and DUNLAP reported S.G.'s out. For these reasons MAURY took no further part in the gun action. At this time an enemy destroyer was observed alongside the cruiser, and it was observed to clear just as a tremendous explosion occurred in the cruiser. The explosion mushroomed into the air several thousand feet and covered a wide area with an umbrella of falling, burning particles that continued to burn after hitting the water. The destroyer was taken under fire by Division A-2 and could be clearly seen in the light from the burning cruiser. It appeared that a salvo landed on her stern and caused a large explosion followed by a bright fire of short duration. Soon afterwards she disappeared from the radar screen. It is believed she sank as no trace of her could be seen although she was plainly visible just before being hit.
- 0005: ships right to 000° T. This signal was received as an exact to follow but was intended to be executed upon receipt. MAURY was slow to turn and lost considerable distance. Visibility was now quite bad. After this turn the division became a loose column with all three ships quite separated.
- 0021: changed course to 090° T by turn movement.
- 0028: ships left to 000° T.
- 0035: came to course 210° T. MAURY maneuvered to regain station being conned from C.I.C. as visibility continued quite bad.
- 0039: passed through area in which enemy ships sank. Passed about 800 yards from burning wreckage and oil which marked the spot in which the cruiser sank. Continued to maneuver in this area which was littered with wreckage and survivors, who could be heard shouting close to the ship. The smoke

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from the fires had a peculiar sharp odor through which the odor of gasoline could be clearly identified.

0111: engine room reported #2 main feed pump out of commission. This casualty is discussed more fully later in this report. It was reported to the O.T.C., and he decided to proceed out of the area with Division A-1, leaving Division A-2 behind to pick up survivors in order to discover the identity of our victims. MAURY continued at formation speed of 27 knots until 0239 and then was forced to slow to 20 knots by casualty to #1 main feed pump. Shortly afterwards MAURY increased speed to 22 knots and proceeded towards Tulagi, arriving there about noon without incident.

3. GENERAL COMMENT

(a) Enemy Forces: The enemy force was made up of four ships which were in approximate column. The leading ship gave a slightly larger pip. This ship was identified definitely as a cruiser. While burning certain features were clear, however much of her structure from the bridge aft was wrecked, and flames made details in that area difficult to determine. The gunnery officer, chief signalman, and ship's spotter studied her outline carefully and picked out the Aoba class as being the most similar, however, many features do not check. There is not an exact likeness in ONI 41. The ship definitely had these characteristics: low number one turret and high number two turret; rather heavy bridge structure with a skelton tripod just aft of the bridge; bridge well forward; aft from the bridge the deck was unbroken and gave the impression of being level and of great length. This level effect is believed to have been the result of the cruiser being down by the head. She was about 600 feet long. From this description she appears to have been a heavy cruiser and she certainly withstood much more punishment than would be expected of a light cruiser. However, it is difficult to imagine the enemy sending a heavy cruiser on such a mission. Only one of the other three ships was identified. It appeared to be a modern destroyer (no torpedo wells forward) it was clearly seen as it cleared the cruiser's side.

The enemy was taken by complete surprise and no gunfire was observed. The cruiser's turrets were trained fore and aft.

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(b) Material: There was no damage from enemy action to this ship. The MAURY had been operating with only one main feed pump for several weeks. The other pump had been repaired and held in readiness for emergency use, and it was estimated that it would last about one hour. About 2030 the main feed pump commenced giving trouble. The Chief Engineer informed the bridge that he thought it would last until 2200 when we were due to slow to 15 knots and that while slowed the trouble could be investigated. This pump finally went completely out at 0111. It was reported to the O.T.C. that MAURY would be good for 27 knots for about one more hour and after that our limiting speed would be about 17 knots. A full derangement report is being prepared for the Service Command.

This ship had operated in Task Force 31 for a month preceeding this action. Much of our operating was done at maximum speed, and during most of the remainder, full power was instantly available. The destroyers of Task Force 31 during this period reported many derangements which indicate a relatively low standard of reliability over an extended period. The Commanding Officer does not believe this reflects any discredit upon the operating personnel but indicates approximately the limiting time vessels of this type can be operated without a major overhaul and maintain satisfactory reliability standards. The adequacy of current tender upkeep is more apparent than real. Much of the time alongside is spent in affecting alterations and actual repairs; very little in overhaul of a precautionary nature.

Sugar George Radar:

The Sugar George went out on the first salvo due to tripping of the overload relay. This had occurred in other actions and after being brought back in during the firing had gone out again and stayed out, therefore, this time, no attempt was made to bring it back while firing. Instead, it was turned down to stand-by condition. Upon completion of firing the emergency reset button was pushed, and the radar immediately resumed proper functioning. Both of the other Sugar Georges in the division went out during gun fire, and MAURY ceased firing in order to utilize this radar for search and navigation. Our gunfire was not needed at the time, but there will be few similar occasions when gunfire can be sacrificed for radar performance. The above procedure therefore is not considered a satisfactory solution but as the best procedure under the existing circumstances.

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Fox Dog Radar:

The F.D. radar was not up to standard performance. This was due to tube requirements which could not be met in the area. However it picked up the target at 10,000 yards and was used during the firing and gave satisfactory results. It is recommended that a radar spare part pool be maintained in the Tulagi area.

C.I.C.

After night action in the Second Kula Gulf, some changes had appeared desirable in our C.I.C. procedure and smoother functioning was apparent in this action. This procedure is not gone into detail because it is believed each ship will have to work out an individual plan based upon arrangement and personnel available. Throughout the action a DRT plot was maintained (the enclosed track chart is a reproduction of that plot). Continuous and accurate information was furnished the Commanding Officer. At one time when visibility was much reduced, C.I.C. was directed to take the conn and orders to the wheel were given directly from C.I.C. through the OOD. This proved entirely satisfactory but a 6,000 yard scale would have made the task easier and the results more exact.

An estimate of enemy course and speed was given four minutes-thirty seconds after the initial contact. From then on continuous information was furnished gun and torpedo directors. C.I.C. maintained accurate time log of events. Data collected in C.I.C. has been invaluable in analyzing torpedo firing. Immediately upon firing torpedoes the word was passed over all circuits (including JV) from C.I.C. that the "fish were in the water and due to hit in four minutes" and several times during the run word was passed "30 seconds to go" etc. This extended to those below decks, who felt the shocks on time, the thrill of anticipation that all on topside were experiencing.

The Commanding Officer again, as he has in past action reports, urges that the C.I.C. on destroyers be placed on the bridge level if possible and as close to the conning station as is practical. It is of inestimable value for the Captain and evaluator (Exec.) to have direct communication. The effectiveness of the C.I.C. in this type vessel will be directly in proportion to the ease with which the Captain and Executive Officer can exchange information.

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Torpedo Firing Data:

Eight torpedoes (Mk. 15 Mod. 1 with Mk. 17 heads or Mk. 16 heads with extenders) were fired in full salvo with two degree spread. The point of aim was the leading enemy ship (our normal target). The salvo was fired on a base torpedo course of 298° T, target course 170° T, target speed 28 knots, range about 6,500 yards, intermediate speed, basic depth setting, five feet. At the moment the first torpedo hit the water a stop watch was started in C.I.C. and the base torpedo course plotted on the DRT plot. C.I.C. predicted hitting time four minutes and twice during the run reported to the bridge that the target was continuing on course and "things look pretty good".

The actual bearing of the target at instant of firing was 318° T, but due to communication lag the salvo was fired on target bearing 321° T. Luckily, this lag caused out spread to enclose the entire formation. Such a lag had not been anticipated and was not experienced in the previous action. But in this case the rate of change was very fast and in the future this will be guarded against.

The following tabulation is submitted to summarize torpedo data:

Torpedo No.	Stop watch time fired	Course	Range to enemy track	Stop watch time of crossing track
1	0-00	291°	3870	3-33
2	0-03	293	3950	3-40
3	0-06	295	4070	3-50
4	0-09	297	4200	4-00
5	0-12	299	4300	4-12
6	0-15	301	4500	4-23
7	0-18	303	4670	4-35
8	0-21	305	4870	4-49

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Time that distinct shocks were felt aboard and corresponding hits observed are as follows: 3-45 small glowing flash on leading ship, 4-04 very large explosion on a different target, 4-21 very large explosion on still a third target, 4-23 a very large explosion believed on first target, 4-44 a very large explosion, location undetermined. Of the five hits all but the first caused large explosions and started fires. It was apparent from this moment that the enemy was damaged far beyond the possibility of taking any effective counter measures.

MAURY fired five salvos of five inch, and two were observed to hit. However, as explained above, our five inch fire was not required and the Commanding Officer elected to sacrifice the gunfire in order to insure one working Sugar George in the division.

Tactics:

At a morning conference our line of action had been thoroughly discussed, taking into consideration all possible conditions that might be encountered. Each ship thoroughly understood the plan of the O.T.C. and manner in which he would conduct the action. It happened exactly as planned. The Commanding Officer is of the opinion that our destroyers were in this action utilized for the first time in such a manner as to take full advantage of their great potential offensive power.

In the other actions our destroyers, van and rear, were used to extend the cruiser battle line, and the enemy was engaged at a compromise range - too long for effective torpedo fire and too short to take full advantage of our cruisers superior fire control. In none of these engagements have the destroyers played a decisive part. At no time have they had sufficient freedom of action. They have always been admonished to keep clear of cruiser line of fire. It is all too true that destroyer captains have had to give too much thought to this last factor, when their thoughts at such a time should be devoted solely to damaging the enemy. The responsibility for firing on our own ships must of necessity rest with the firing ship. It is incumbent upon them to so train and indoctrinate their personnel.

Destroyers are not necessary to screen cruisers at night. At high speed while zig-zagging, submarines are no threat.

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U.S.S. MACON (DD401)

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One destroyer may be kept along to investigate submarine radar contacts. But other than that they serve no purpose. They may as well be disposed in sections well ahead, (ten miles) and conduct a proper search and attack from what ever advantageous positions they can gain.

There has been considerable said of the effectiveness of Japanese destroyer tactics. In terms of damage done, they have been effective, but they have paid a high price. On each occasion where sufficient data is available for analysis our ships have been hit while on courses very close to those suggested by the geographical features of the operating area or while changing from such a course. It is believed the Japs fire a division spread to take care of all courses within about twenty degrees of the estimated course and a speed variation of five knots. With our ships in a column three to four miles long some hits are almost sure to result. If the same ships were in small compact units radically maneuvering and executing a comprehensive battle plan frequently altered, so as not to become stereotyped, it is submitted that the effectiveness of Japanese destroyer attacks would be greatly reduced.

Personnel:

The performance of the personnel under my command left nothing to be desired. The Executive Officer, Lieutenant R. S. CRENSHAW, Jr., U.S. Navy, and the Torpedo Officer, Ensign J.J.T. BACHMAN, D-V(G), U.S. Naval Reserve, contributed greatly to the success of the action and are deserving of special credit.

G. L. Sims
G. L. SIMS.

Copies to: (Without encl.)

CominCh
ComSoFac
ComDesPac
C.T.E. 31
C.D.T. 12

1065
DESTROYER DIVISION TWELVE
U.S.S. DUNLAP, Flagship

8 NOV 1943

FB12/A16-3
FM/pfm
Serial: 037

26 September 1943

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

FIRST ENDORSEMENT to:
U.S.S. MAURY (DD401)
Conf. Ltr. DD401/A16-3
Serial 012 of August 15,
1943

From: Commander Destroyer Division TWELVE. (CTG 31.2).
To : The Commander in Chief, Pacific Fleet.
Via : (2) Commander Task Force THIRTY-ONE.
(3) Commander South Pacific Force.

Subject: Report of Night Destroyer Attack Against
Japanese Surface Ships in Vella Gulf, Night
of August 6, 1943.

1. Forwarded.

F. Moosbrugger
Frederick MOOSBRUGGER.

File No. FE25/A16-3(3) THIRD AMPHIBIOUS FORCE
Serial 00581 Office of the Commander

15/cpw

S-E-C-R-E-T

2 December 1943.

SECOND ENDORSEMENT to
U.S.S. MAURY (DD401)
Conf. ltr. DD401/A16-3
Serial 012 of 15 August
1943.

From: Commander Task Force THIRTY-ONE.
To : Commander-in-Chief, U.S. Pacific Fleet.
Via : Commander South Pacific.

Subject: Report of Night Destroyer Attack Against
Japanese Surface Ships in VELLA GULF,
Night of August 6, 1943.

Enclosure: (B) First Endorsement on ComDesDiv 12
Action Report of August 6, 1943.

1. Forwarded.
2. This action has previously been commented on in enclosure (B).
3. The MAURY was efficiently handled during this action and by separate correspondence the Commanding Officer was recommended for the award of the Navy Cross.
4. The classification of this correspondence is hereby changed to SECRET.


T. S. WILKINSON.

Copy to:
CO, USS MAURY
ComDesDiv 12

COMSOPAC FILE

A16-3/(90)
Serial 002714

A16-3/Aug 10530
RECEIVED
DEC 22 AM
CINCPAC
42634
18
1943

SOUTH PACIFIC FORCE
OF THE UNITED STATES PACIFIC FLEET
HEADQUARTERS OF THE COMMANDER

S-E-C-R-E-T

THIRD ENDORSEMENT to
CO MAURY (DD401)
Conf. ltr. DD401/
A16-3 Ser. 012 of
15 August 1943.

From: The Commander South Pacific.
To : The Commander in Chief, U. S. Pacific Fleet.
Subject: Report of Night Destroyer Attack Against
Japanese Surface Ships in VELLA GULF,
Night of August 6, 1943.

1. Forwarded.

H. E. Stassen

H. E. STASSEN
By Direction

Copy to:
CTF 31
Comdesdiv 12
Comdespac
Repcomdespacsopac
CO MAURY

ADDITIONAL SHEET

U. S. S. MAURY (DD401)

Date July 31, 1943

Data tabulated below furnished in compliance with ALNAV 160 of 1941.

Name	Rank	Name and address - next of kin.
BURKE, A. A.	Comdr.	Mrs. Roberta Burke (Wife) 4600 Langdum Lane, Chevy Chase, Maryland.
SIMS, G. L.	Comdr.	Mrs. G. L. Sims (Wife) 71 "E" Amelia St., Orangeburg, South Carolina.
CRENSHAW, R. S., Jr.	Lieut.	CRENSHAW, R.S., Sr., Capt.USN. (Father) Quarters #2, NOB, Norfolk, Va.
HUGHSON, H. H.	Lieut. D-V(G)	Mrs. Flora R. Hughson (Mother) 12 Alta Ave., Piedmont, California.
HAMEL, P. C.	Lieut.(jg)D-V(G)	John C. Hamel (Father) 902 Bluff St., Marquette, Mich.
MEDLER, R. B.	Lt.(jg) D-V(G)	Richard E. Medler (Father) 5641 12th Ave., N.E., Seattle, Washington.
BOOZE, W. C.	Lt.(jg) E-V(G)	Louise O. Booze (Wife) 1620 East 30th St., Baltimore, Maryland.
SMITH, E. E.	Ens. D-V(G)	Stacy A. Smith (Father) 439 Penelope St., Belton, Texas.
BEAN, K.S.	Ens. D-V(G)	Mrs. Lester Lee (Mother) Cato, New York.
TRESSLER, T. M.	Ens. D-V(G)	Helen Louise Tressler (Wife) 4337 15th Northeast Malloy Apts. 214 Seattle, Washington.
BACHMAN, J.J.T.	Ens. D-V(G)	Dorothy A. Bachman (Wife) 2044 East 14th, Merle Apts. #9, Oakland, Calif.
SHAVICK, L. M.	Ens. D-V(G)	Emanuel Shavick (Father) 405 18th Ave., Paterson, N.J.
HALDEMAN, P.S.	Ens. D-V(G)	Paul Luther Haldeman (Father) 200 North Hartman St., York, Pa.
JENSEN, M.V., Jr.	Ens. D-V(G)	Mrs. Hortense Jensen (Mother) 74 Lanado Way, San Francisco, Calif.
HOFFMAN, S. G., Jr.	Ens. D-V(G)	Marjorie N. Hoffman (Wife) 610 Alvarado St., Redlands, Calif.
MANLEY, L.W.	Ens. D-V(G)	Francis Manley (Wife) Happy Hill, Whitehaven, Tenn.
PIERSON, T.E.	Ens. D-V(G)	William McKinley Pierson (Father) Rt. #1, Copley, Ohio.

Approved:

Examined:

R. S. CRENSHAW, Jr.,
Lieutenant, U. S. N., Navigator.

ADDITIONAL SHEET

U. S. S. MAURY (DD401)

Date July 31, 19 43

Data tabulated below furnished in compliance with ALNAV 160 of 1941.

<u>Name</u>	<u>Rank</u>	<u>Name and address - next of kin.</u>
KAHN, H. S.	Lt.(jg) SC-VG	Lillian F. Kahn (Wife) 1540 Lake Shore Drive, Chicago, Illinois.
MEISBURGER, R. G.	Lt.(jg) MC-VG	Virginia Meisburger (Wife) 925 West 30th St., Los Angeles, Calif.

Approved:

Examined:

R. S. Crenshaw, Jr.
R. S. CRENSHAW, Jr.,
Lieutenant, U. S. N., Navigator.

UNITED STATES SHIP MAURY (DD401) Friday 6 August, 1943.
(Day) (Date) (Month)

Zone description - 11

Position	0800	1200	2000
Lat.		009°-09' S	008°-00
Long.		160-12 - E	156°-44

OPERATIONAL REMARKS
(WAR DIARY)

0000-0400

Anchored as before.

H. H. Hughson
H. H. HUGHSON, Lieut., USNR.

0400-0800

Anchored as before.

P. C. Hamel
P. C. HAMEL, Lt.(jg) USNR.

0800-1200

- 1131 Got underway in compliance with ComTaskFor 31 secret dispatch, 050814 of August which directed Commander Moosbrugger (C.T.G. 31.2) in DUNLAP, MAURY, CRAVEN in division A-1 plus Commander Simpson (C.D.D. 15) in LANG, STACK and STERRETT in Division A-2 to conduct sweep of Vella Gulf.
- 1149 Steamed various courses and speeds proceeding out channel from Purvis Bay.

R. B. Medler
R. B. MEDLER, Lt.(jg) USNR.

1200-1600

- 1201 Changed course to 265° T., speed 20 knots. MAURY on station on starboard bow of DUNLAP in A.A. formation.
- 1256 Changed course to 273° T.
- 1407 Changed speed to 23 knots.
- 1506 Changed course to 286° T.

H. H. Hughson
H. H. HUGHSON, Lieut., USNR.

1600-2000

- 1710 Changed speed to 25 knots.
- 1750 Lighted fires under No. 3 and 4 boilers. Formed column by divisions. Division A-1 order of ships: DUNLAP, CRAVEN, MAURY. Division A-2, LANG, STERRETT, STACK.
- 1910 Changed course to 307° T.

P. C. Hamel
P. C. HAMEL, Lt.(jg) USNR.

2000-2400

- 2115 General Quarters, set material condition Able.
- 2120 Changed course to 000° T to enter Gizo Straits.

SEE ACTION REPORT.

H. H. Hughson
H. H. HUGHSON, Lieut., USNR.

Approved: *G. L. Sims*
G. L. SIMS,
Commander, U.S. Navy.,
Commanding Officer.

Examined: *R. S. Crenshaw, Jr.*
R. S. CRENSHAW, Jr.,
Lieutenant, U.S. Navy.,
Navigator.

45

LOG OF THE UNITED STATES SHIP

MAURY
(Name)

(DD421)
(Identification Number)

AT
PASSAGE

TO

SUNDAY 6 AUGUST 1942
(Day) (Date) (Month)

ZONE DESCRIPTION -11

G. L. SIMPSON, COMDR. U. S. Navy, Commanding.

HOUR	"ALL SHAFT" AVERAGE REVOLUTIONS	BY REVS.		BY LOG		COURSE (P. C.) Gyro Mag. (Indicate which)	WIND		BAROMETER		TEMPERATURE			WEATHER, BY SYMBOLS	CLOUDS				SEA	
		NAUTICAL MILES	TENTHS	NAUTICAL MILES	TENTHS		DIRECTION	FORCE	HEIGHT IN INCHES	READING AT THER.	AIR, DRY BULB	AIR, WET BULB	WATER AT SURFACE		FORM	MOVING FROM	AMOUNT	VISIBILITY	CONDITION	SWELLS FROM
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
A.M.																				
1							E	1	274		79	78		C	A-CU	E	10	5		
2							E	1	274		79	78		R	NB	E	10	8		
3							SE	1	277		79	77		R	NB	SE	10	8		
4							SE	3	281		79	74		R	NB	SE	10	4		
5							SE	3	282		79	74		O	A-CU	SE	8	12		
6							SE	3	283		80	73		O	A-CU	SE	10	30		
7							SE	2	283		80	75		O	A-CU	SE	8	40		
8							SE	2	284		80	77		C	A-CU	SE	6	40		
9							SE	2	285		80	77		C	A-CU	SE	7	40		
10							SE	1	286		80	77		C	A-CU	SE	6	40		
11							E	1	287		85	79		O	A-CU	SE	9	40		
12	02.6	10	2		065	E	3	295		84	79		R	NB	E	10	8	1 E		

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DRILLS AND EXERCISES

m. Latitude _____ s. Longitude _____ Noon Latitude <u>160°-00' E</u> Longitude <u>09°-00' S</u> p.m. Latitude _____ Longitude _____ Current { Set _____ Drift _____ GYROCOMPASS IN USE Error _____ STANDARD MAG. COMPASS Compass No. _____ S. H. _____ Error _____ Variation _____ Deviation _____	Fuel { Received _____ Expended _____ On hand _____ Water { Distilled _____ Received _____ Expended _____ On hand _____ BEFORE LEAVING PORT Draft for'd _____ Draft aft. _____ AFTER ENTERING PORT Draft for'd _____ Draft aft. _____ MAGAZINE TEMPERATURES: Maximum <u>1303M 94</u> Minimum <u>1426M 51</u> <u>0 inhibition in No. 2</u>	Morning _____ Afternoon _____ Division 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ 7 _____ 8 _____ 9 _____
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2087
1816
1382
1290
1265
1771
2055
1647
1484
535
465

P.M.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
13	266.5	259		270	E	2	2966		86	78	83	RC	C-CU	E	4	50	1	E		
14	250.8	252		262	E	2	2967		87	78	83	R	A-S	E	8	50	1	E		
15	228.0	230		286	E	2	2966		87	78	83	C	C-CU	E	8	50	1	E		
16	223.6	227		246	E	2	2964		87	78	83	C	C-CU	E	7	50	1	E		
17	221.9	229		264	SE	2	2964		87	77	83	O	ST-CU	SE	8	50	1	SE		
18	244.9	247		276	SE	3	2961		83	77	83	C	A-CU	SE	7	46	4	SE		
19	245.5	247		286	SE	3	2970		82	77	83	C	A-CU	SE	7	30	4	SE		
20	253.7	256		307	SE	2	2970		82	77	84	C	NB	SE	7	40	2	SE		
21	220.4	227		306	SE	2	2969		82	77	84	C	NB	SE	10	10	3	SE		
22	139.0	150		060	SE	3	2972		84	78	84	C-L	A-CU	SE	8	6	3	SE		
23	212.1	220		000	SE	2	2974		82	78	84	O-L	A-CU	SE	10	4	2	SE		
24	170	200			SE	2	2974		82	77		O	A-CU	SE	10	6	2	SE		

SUBMERGED RUN DATA—SUBMARINES

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

R. S. Crenshaw, Jr.
R. S. CRENSHAW, Jr.,
Lieutenant, U.S. Navy., III
Executive Officer.

UNITED STATES SHIP MAURY (DD401) Saturday 7 August, 19 43.
(Day) (Date) (Month)

Zone description

Position	0800	1200	2000
Lat.		009°-23 S	
Long.		160°-00	

OPERATIONAL REMARKS

(WAR DIARY)

0000-0400

See Action Report. Proceeding on course 130° T making best speed.
(23 knots)

0308 Set condition II and material condition Baker.
H. H. Hughson
H. H. HUGHSON, Lieut., USNR.

0400-0800

0545 General Quarters as precautionary measure.

0637 Changed course to 100° T.

0728 Set condition II

H. H. Hughson
H. H. HUGHSON, Lieut., USNR.

0800-1200

0945 Changed course to 107° T.

1015 Changed course to 170° T. Proceeding independently to Lunga Point to comply with C.T.F. 31 secret dispatch, 060429, of August, 1943, which directed Commander Sims in MAURY with SC 531, LST 395 and one other LST depart Kukum at 1200 love, August 7, to arrive Rendova at 0700 love, August 8. MAURY to make A/S sweep toward Russells and SC 531 to make A/S sweep in Blanche channel, to return to Rendova at 1800 love, August 8, to return with LST's to Koli Point.

1026 Changed speed to 17 knots.

1030 Secured boilers 3 and 4.

1116 Changed speed to 12 knots. Steaming various courses and patrolling off Lunga Point.

P. C. Hamel
P. C. HAMEL, Lt.(jg) USNR.

1200-1600

1230 Took station ahead of LST's patrolling station on course 315° T speed of advance, 12 knots.

1455 USS LANG relieved MAURY on station in compliance with C.T.G. 31.2 dispatch, 070015, of August which directed LANG relieve MAURY in operation. Changed course to 090° T., speed 17 knots and proceeded to Purvis Bay, Florida Island.

R. B. Medler
R. B. MEDLER, Lt.(jg) USNR.

1600-2000

1654 Passed through anti-submarine gate Purvis Bay, steamed various courses and speeds to go alongside Erskine PHELPS for fuel.

1705 Moored alongside starboard side of PHELPS.

1805 Received 51,624 gallons of fuel oil.

1818 Proceeded at various courses and speeds to anchorage. Anchored in berth A-17 in 19½ fathoms of water with 85 fathoms of chain. Let fires die under boiler No. 2.

T. M. Tressler
T. M. TRESSLER, Ens., USNR.

2000-2400

Anchored as before.

H. H. Hughson
H. H. HUGHSON, Lieut., USNR.

Approved:

G. L. Sims
G. L. SIMS,
Commander, U.S. Navy,
Commanding Officer.

Examined:

R. S. Crenshaw Jr.
R. S. CRENSHAW, Jr.,
Lieutenant, U.S. Navy.,
Navigator.

LOG OF THE UNITED STATES SHIP

MAURY
(Name)

(DD401)
(Identification Number)

AT
PASSAGE

TO

MONDAY 7 AUGUST 1943
(Day) (Date) (Month)

ZONE DESCRIPTION

-11

G. L. SIMS

COMDR. U. S. Navy, Commanding.

Hour	"ALL SHAFT" AVERAGE REVOLUTIONS	BY REVS.		BY LOG		COURSE (P. C.) Gyro ✓ Mag. (Indicate which)	WIND		BAROMETER		TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
		NAUTICAL MILES	TENTHS	NAUTICAL MILES	TENTHS		DIRECTION	FORCE	HEIGHT IN INCHES	READING AT THER.	AIR, Dry Bulb	AIR, Wet Bulb	WATER AT SURFACE		Form	MOVING FROM-	AMOUNT	VISIBILITY	CONDITION	SWELLS FROM-
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
A.M.																				
1	254.3	25	5			180	SE	3	2973		84	79	84	0	A-CU	SE	10	4	2	SE
2	283.5	23	7			105	SE	3	2973		85	79	84	0	A-CU	SE	10	4	2	SE
3	110	23				130	SE	3	2974		85	80		0	A-CU	SE	10	4	2	SE
4	222.6	22	1			130	SE	3	2974		85	79	84	0	A-CU	SE	10	6	2	SE
5	237.3	21	4			130	SE	3	2974		84	79	82	0	A-CU	SE	10	6	4	SE
6	237.2	22	4			130	SE	3	2973		84	76	82	0	A-CU	SE	10	3	4	SE
7	230.1	23	6			100	SE	3	2976		84	75	82	0	A-CU	SE	10	4	2	SE
8	230.9	23	8			100	SE	2	2978		83	75	82	0	A-CU	SE	10	4	2	SE
9	229.3	23	5			106	SE	2	2978		83	75	83	C	A-CU	SE	10	4	2	SE
10	229.1	22	5			106	SE	2	2978		83	75	83	C	A-CU	SE	10	5	2	SE
11	192.5	19	9			106	SE	2	2976		84	76	83	C	A-CU	SE	10	5	2	SE
12	143.1	14	3			260	E	2	2977		84	79	83	C	ST-CU	E	10	5	2	E

1533
1426
1357
1407
1536
1514
1364
1321
924
544

DRILLS AND EXERCISES

Latitude	Longitude	Received	Expended	On hand	Morning	Afternoon	
9-005	159-008						
Latitude	Longitude	Distilled	Received	Expended	On hand		
Set	Drift	BEFORE LEAVING PORT Draft for'd 12'6" Draft aft. 12'4"					
GYROCOMPASS IN USE		AFTER ENTERING PORT Draft for'd Draft aft.					
STANDARD MAG. COMPASS		MAGAZINE TEMPERATURES: Maximum Minimum					

492
367

P.M.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
13	1404	15	2			300	NE	2	2972		86	71	83	C	ST-CU	NE	10	50	2	NE					
14	113.6	12	5			335	E	2	2970		85	76	83	C	A-CU	E	10	50	2	E					
15						890	E	2	2968		85	77		C	A-CU	E	10	50	2	E					
16						090	E	4	2962		84	77		0	A-CU	E	10	48	4	E					
17						075	E	3	2962		84	78		0	A-CU	E	10	46	1	E					
18							C	1	2967		84	77		R	NB	E	10	50							
19							C	1	2970		84	78		R	NB	E	10	50							
20							C	1	2962		83	78		0	A-CU	E	10	50							
21							E	1	2966		83	78		0	A-CU	E	10	50							
22							E	1	2970		82	88		C	A-CU	E	9	10							
23							E	1	2972		83	78		C	A-CU	E	8	10							
24							E	1	2975		83	78		C	A-CU	E	8	10							

SUBMERGED RUN DATA—SUBMARINES

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

R. S. Crenshaw

R. S. CRENSHAW, Jr.,
Lieutenant, U.S. Navy.,
Executive Officer.

HYDROGRAPHIC OFFICE

UNITED STATES SHIP MAURY (DD401)

AUGUST

1943

(Day)

(Date)

(Month)

ADMINISTRATIVE REMARKS

August 1, 1943

0800 - Mustered crew on station - no absentees.

August 2, 1943.

0800 - Mustered crew on station - no absentees.

1100 - SHARPTON, William Glenn, 261 38 13, CBM(PA), U.S.N, transferred this date to Mine Warfare School, Yorktown, Va., for class convening September 24, 1943, to report not later than September 17, 1943.
AUTH: Repcomdespac Sopac Personnel No. 1315 of July 11, 1943.

August 3, 1943

0800 - Mustered crew on station - no absentees.

1325 - ROY, Pierre Andrus, 644 86 90, Slc, V-6, USNR, was transferred this date to CUB TWO, U.S.N., Hospital Unit, NAB, Tulagi, B.S.I., for treatment. AUTH: Form "G".

1744 - Commander A.A. BURKE, U.S. Navy, detached this date as Commander Task Group 31.2.

August 4, 1943.

0800 - Mustered crew on station - no absentees.

1430 - The Captain held mast this date and assigned the following punishments:
IUKOV, William John, 622 85 30, S2c V-6, USNR, offense - Disrespectful in language to his superior officer - punishment - to be assigned an Undesirable Discharge from the service from the U.S. Navy;
ROBERTSON, Orville "A", 316 84 32, S2c, USN, offense - failure to return from recreation party as ordered by the O.D.D., - punishment - restricted from recreation parties for ninety (90) days;
SPEIGHT, W.J.A., 635 65 82, S2c V-6, USNR, offense - threatening and talking back to a petty officer - punishment - fifty (50) hours extra police duties with full marching pack.

1510 - DUNKUM, Bennie Lewis, 658 49 03, Ylc V-6, USNR; TAIT, George Edwin, 360 38 35, SM2c, USN; and STRICKLAND, Walter Brantlee, 636 89 03, StMlc, V-6, USNR, were transferred this date to U.S. Naval Advanced Base, Tulagi, B.S.I., to await further orders of CDD-44. AUTH: Verbal orders of CDD-44.

1520 - Lt.(jg) Burton ATKINSON, USNR, Lt.(jg) Fred M. HOCHBERG, USNR and Lt.(jg) Edward S. GEER, USNR, temporary duty as fighter director officers completed this date, detached. AUTH: Verbal orders ComTask Group 31.2.

August 5, 1943

0800 - Mustered crew on station - no absentees.

August 6, 1943

0800 - Mustered crew on station - no absentees.

August 7, 1943

0800 - Mustered crew on station - no absentees.

Examined:

R. S. Crenshaw, Jr.
R. S. CRENSHAW, Jr.,
Lieut., U.S. Navy.

Navigator.

