

UNITED STATES SHIP HOPKORTH (DD592) Friday 6 April, 1945  
 (Day) (Date) (Month)

0-4

Steaming in company with N.S. Convoy in accordance with CTG 51 dispatch 041215Z on base course 330 (t) and (pgc), 329 (psc), base speed 16 knots (159 rpm). Convoy composed of USS CRESCENT CITY (APA21), USS GOSPER (APA170), GREEN EAY VICTORY (XAK),\*and an unknown (XAK) disposed in 3 columns with USS GOSPER (leading ship center column) guide and USS CRESCENT CITY (leading ship center column) OTC. Screen disposed as follows: USS HOPKORTH 2045, USS GOSSELIN (APD126) (ComTransDiv 105 and ComScreen) 2315, US HORACE A. BASS (APD124)4135, USS OSMOND INGRAM (APD35) 4225. Steaming on boiler #1 and #4. Ship is darkened, condition of readiness IIM and material condition Baker set. All around air and surface radar search, sonar search beam to beam, 3000 yard scale.

\*AHLAULA VICTORY (XAK), LOGAN VICTORY(XAK),  
 PIERRE VICTORY (XAK)

*H. R. Hanson*  
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4-8

Steaming as before on base course 330 (t) and (pgc), 329 (psc). 0441 unidentified aircraft report in vicinity, sounded general quarters. 0521 set condition of readiness I-Easy. 0552 set condition of readiness I for morning alert. 0556 commenced zigzagging in accordance with plan #11 from zig zag instructions of 1940. 0616 lighted ship. 0633 ceased zigzagging and resumed base course. 0640 area clear of unidentified planes, secured from general quarters, set condition of readiness IIM and material condition Baker. 0641 changed base course to 290 (t) and (pgc). 0705 changed base speed to 15 knots (148 rpm). 0740 changed base course to 280 (t) and (pgc), 0755 changed base course to 270 (t) and (pgc).

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03-12

Steaming as before on base course 270 (t) and (pgc), 263 (psc), base speed 15 knots(148 rpm). 0800 mustered crew on station, no absentees. 0809 changed base course to 260 (t) and (pgc) 253 (psc). 0839 enemy planes reported in area, sounded general quarters. 0900 changed base course to 270 (t) and (pgc). 0908 guide shifted to USS CRESCENT CITY (APA 21) 0915 formation changed to single column, distance 600 yards, forming on CRESCENT CITY. 0926 changed base course to 305 (t) and (pgc), 302 (psc). 0929 secured from general quarters, set condition of readiness IIM and material condition Baker. 0942 changed base course to 310 (t) and (pgc), 306 (psc). 1014 formation commenced entering Karama Retto anchorage. Steaming at various courses and speeds, Captain at conn, Navigator on bridge, screening starboard side of formation. 1121 released from screening assignment by ComTransDiv 105 dispatch serial 060220. Changed course to 065 (t) and (pgc), 074 (psc) proceeding independently at 15 knots (148 rpm) to area bearing 240 (t) distance 6 miles from Zampa Misaki for fueling in compliance with CTG 51.5 voice messages (1006I). 1133 changed course to 090 (t) and (pgc), 099 (psc). 1140 changed course to 050 (t) and (pgc), 059 (psc). Made weekly inspections of magazines and sprinkling system, condition satisfactory.

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12-16

Steaming as before on course 050 (t) and (pgc), 059 (psc), speed 15 knots, proceeding to Hagushi Beach area, Okinawa Island. 1200 changed course to 015 (t) and (pgc), 022 (psc). 1228 changed course to 050 (t) and (pgc), 059 (psc). 1232 sounded general quarters, enemy aircraft reported in the vicinity. 1232 unidentified aircraft sighted bearing 090 (t), distance 5 miles. Commenced making various courses and speeds to repel air attack. 1311 all clear set in the area, secured from general quarters, set condition IIM and material condition Baker throughout the ship. 1325 changed course to 015 (t) and (pgc), 022 (psc); changed speed to 7 knots (67 rpm) proceeding to rendezvous with USS HIOBRAHO (AO72) for purposes of fueling. 1327 reported to USS SPHONSTON (DD577) for fueling assignment. 1330 took station astern of HIOBRAHO, 2000 yards, while waiting to go alongside to receive fuel. 1510 sounded general quarters, enemy aircraft reported in the area. 1534 fueling assignments cancelled, proceeding to screening station 148 in accordance with verbal orders of CTG 51.5 on course 000(t) and (pgc), 005 (psc), speed 15 knots (148 rpm). 1559 commenced maneuvering at various speeds and on various courses to repel air attack.

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16-18

Steaming as before, maneuvering to repel air attack. 1600 commenced firing to port with main and machine gun batteries at enemy aircraft. 1601:30 checked fire - target lost in clouds. 1601:45 changed speed to 25 knots (258 rpm) and resumed fire at plane, now on starboard quarter. 1602 aircraft, identified as Japanese Val, crashed into water distance 1800 yards from this vessel and close aboard USS ST. LOUIS on which it had made attempted suicide dive. 1608 changed speed to 20 knots (202 rpm), proceeding to screening station #148 on course 000 (t) and (pgc). 1614 observed anti-aircraft fire to the south apparently coming from the transport area. 1616 observed aircraft crash in the water bearing 170 (t),

APPROVED:

EXAMINED:

*F. S. Burns*  
 F. S. BURNS, Commander U. S. N.

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## ADDITIONAL REMARKS

(16-18 Cont)

distance 5 miles. 1617 flash red control green set in the area because of friendly combat air patrol in vicinity. 1625 changed speed to 25 knots (258 rpm) and commenced firing at identified Japanese aircraft while maneuvering on various courses. 1627 Japanese aircraft crashed in the water close aboard the starboard beam of this vessel, having passed between #1 and #2 stacks, severing radio transmitting antennas in unsuccessful suicide dive. Changed speed to 28 knots (298 rpm). Plane was observed to be trailing smoke prior to passing between the stacks, indicating that he had been hit by our anti-aircraft fire. 1632 changed speed to 25 knots (258 rpm). 1638 changed speed to 20 knots (202 rpm). 1700 on screening station #148. 1701 changed speed to 25 knots (258 rpm) and commenced firing with main battery at Japanese Zeke, range 6500 yards. As range closed to 4000 yards, machine gun batteries commenced firing also. Zeke was shot down and crashed in the water 200 yards on the starboard quarter of this vessel. 1703 changed speed to 26 knots (272 rpm) and shifted battery to third Zeke, who was commencing dive on this vessel, coming in from the starboard quarter - commenced firing. Several hits were observed and plane was smoking as it passed between 5"/38 gun #5 and the fantail, severing life lines on the port side and crashing into the water close aboard the port quarter without further damage to this ship. 1705 machine gun battery commenced firing on fourth Zeke approaching from the north. Many hits were observed and plane crashed out of control, bearing 150 relative, distance 250 yards while attempting to crash dive minesweeps on our starboard quarter. 1707 commenced firing with main battery at Japanese Zeke coming in from dead ahead. Maneuvered to port as much as possible with due regard to the safety of minesweeps in the very near vicinity. Forward machine gun battery commenced firing at 4000 yards range. 1708 Zeke suicide dived into main-battery director from 030 relative, knocking director from roller paths and onto flying bridge in a horizontal position. Gasoline fires resulted from plane hit, flames being confined to flying bridge and navigation bridge-wings. 1710 forty millimeter gun #44 commenced firing at another Zeke coming in from port beam. Plane was hit and crashed in the water 500 yards astern. Ceased firing having expended 332 rounds of 5"/38 caliber projectiles, 1714 rounds 40MM projectiles and 1930 rounds of 20MM caliber projectiles-casualties undetermined, awaiting opportunity to conduct a muster. 1712 lost steering control on the bridge, shifted steering control to after steering station, and secondary control assumed the conn. 1720 shifted steering control to the bridge and the Captain resumed conn from the bridge. 1734 changed speed to 24 knots (242 rpm), proceeding on course 180 (t) and (pgc) to transport area off HAGUSHI BEACH to anchor in accordance with verbal orders of CTG 51.5. All fires extinguished. The main-battery was shifted to the mark 51 directors. The plotting room officer took over duties of control officer in control of the after batteries from #45 mark 51 director. Material casualties were as follows: main-battery director (mark 37) demolished; mark 18 mod. 8 sight on 40MM, director #1 damaged internally by shock; left barrel of 40MM gun #41 jammed fire to its firing selector having been pushed past its detent (subsequently cleared); misfire in the right barrel of 40MM gun #41 (cleared before plane hit); mark 14 mod. 6 sight on 20MM gun #23 damaged internally by blast from 5"/38 gun #3; mark 14 mod 6 sight on 20MM gun #27 damaged internally by blast from 5"/38 gun #5; 20MM gun #26 had a short blow-back which was immediately cleared. Extent of personnel casualties as yet undetermined.

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18-20

Steaming as before on course 135 (t) and (pgc), proceeding into transport area. 1801 changed course to 100 (t) and (pgc). 1806 proceeding to anchorage on various courses at various speeds, Captain at conn, Navigator on bridge, maneuvering to avoid anchored ships. 1834 anchored in berth H82, transport area, south of Zampa Misaki, Okinawa Island, in 39 fathoms of water with 60 fathoms of chain to the port anchor on the following anchorage bearings, Zampa Misaki 359 (t), River mouth 082 (t), Hill 125 (t). 1842 veered chain to 90 fathoms on deck. Main engines secured on five minutes notice. 1849 darkened ship. 1851 commenced making chemical smoke. 1855 ceased making chemical smoke. 1910 secured from general quarters, set condition of readiness IIM and material condition Baker.

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20-24

Anchored as before in berth H82 in transport area.

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APPROVED:

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 E. V. BURNS, Commander U. S. N.

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