



## *U.S. Coast Guard History Program*

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# **USCGC *Kukui's* 1947-1948 LORAN Station Re-supply Cruise Report.**

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## **U. S. Coast Guard**

Commanding Officer  
CGC KUKUI (WAK-186)  
c/o Fleet Post Office  
15 October, 1948  
San Francisco, Calif.  
File 607

From: Commanding Officer, KUKUI (WAK-186)  
To: Commander, 14th Coast Guard District  
Subj: Cruise Report, USCGC KUKUI (WAK-186)

1. In accordance with Commander, 14TH Coast Guard District Operation Order No. 43-47, the KUKUI departed Honolulu, T. H. at 1008 29 December, 1947, to service and supply Loran stations in the Pacific, and to make added stops at Guam, Subic Bay, Manila, Hong Kong and Tokyo for liberty and on-loading additional supplies. The ship had on board diesel fuel, lub oil, kerosene, gasoline, GSK stores, commissary stores, vehicles, Loran equipment and spares with associated gear, as well as two LCM's, two LCVP's, one LCVP for delivery to CGC NETTLE and one 26-foot motor launch for delivery to CGC TRILLIUM at Guam. In addition, quantities of recreation gear, such as, hobby kits, athletic gear, three 16mm projectors and parts, and fishing gear were carried for issue to the Loran stations.

2. Prior to taking departure from Oahu, the ship was swung off Diamond Head for compass deviation and radio direction finder calibration. Thence ship ran reversed courses, west of Pearl Harbor entrance, over the measured mile range, and ascertained ship's speed to be 10.45 knots with a draft of 15' 12" forward, 17' 5" aft, at 165 rpm, with force 2 sea.

3. Departure was made at 1500, 29 December 1947 from Pearl Harbor entrance for Bakati Island, Makin Atoll. The International Date Line was crossed at latitude 08° 14'N at 1030, 2 January 1948. Landfall was made northwest of Makin Meang Island at 1430, 7 January 1948. KUKUI remained westward of Bikati Island during the night waiting for daylight. Anchored 0.8 miles west of Loran station on Bikati Island at 0832, 8 January 1948. The crew was immediately mobilized to transfer stores and accomplish repairs needed at the CGLTS, Makin Island. The repair party, normally consisting of an Engineering Officer, in charge, and 1 DCC, 2 MMC, 3 EM1 and EM(Tel), 3 EN, 1 MM, 3 FN and 3 SN(DC strikers), departed and lived ashore at the CGLTS while accomplishing the following: overhauled wiring circuits, repaired generators, protectively painted the Loran tower, and did miscellaneous engineering repair jobs, delivered one and installed two PE-205B generators, one being on hand uninstalled at time of the KUKUI's arrival. Delivered and installed one Cleaver Brooks distiller and made extensive minor carpentry repairs about the station. Delivered 150 barrels diesel fuel, several tons of GSK and commissary stores, exchanged one LCM for LTS LCM which required extensive overhaul, delivered 25 bags of cement, building materials, recreation equipment, books and canteen supplies. The CGC NETTLE arrived at Makin the afternoon of 13 January and delivery of the LCVP, CG36058, was effected.

4. Departed Makin for CGLTS Roguron Island, Majuro Atoll at 1108, 14 January 1948. Sighted Uliga Island, Majuro Atoll at 1030, 15 January when

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15 miles distant. Passed into the atoll via Calalin Channel and anchored four miles SE from the CGLTS on Roguron Island at 1515, 15 January 1948. During the stay at Roguron the KUKUI delivered 250 drums diesel oil, 20 drums lub oil, 20 drums of gasoline, 30 drums of kerosene, commissary stores, approximately two tons of GSK stores, and consigned recreation gear and canteen supplies. The repair party repaired existing generators, delivered and installed two PE-205B generators, dismantled completely one 5000 gallon water tank in deteriorated condition, delivered and installed one new water tank and made extensive repairs to water tank tower. Screened quonset huts where needed, repaired dock flooring and timbers as necessary, hoisted station LCM aboard and overhauled engines, replaced ramp, patched bottom punctures, painted entire outside hull with anti-corrosive and anti-fouling paints. Shafts and wheels were replaced and station LCM left in good condition.

5. The CGC NETTLE arrived on the afternoon of 22 January and delivered U. S. Mail, the first received since our departure from Honolulu. On 23 January, the winds increased in force and the ship, anchored in 18 fathoms of water to 90 fathoms of port chain, rode to winds from NE to ENE, forces of 6 to 7 , with gusts up to 50 knots, which hampered movements of LCM's discharging cargo and hazarding boat landings at the LTS. At this time, a message was received from the U. S. Navy Atoll Commander, on Uliga Island informing of an LCM broken adrift, a sharp watch was kept but the LCM was not sighted.

6. On 27 January, the anchor was raised at 1408 and the KUKUI stood east-ward in the atoll for discharging mail and transferring an LTS man to Uliga Island for MATS transportation, and to give aid to the Naval Military Government located at Uliga Island. Anchored at 1727 that afternoon one-half mile west of Uliga Island and discovered on arrival that the Island Command had experienced damage to causeways, buildings waterlines, power lines, and extensive damage to quonset huts, damage had been caused by high tides and heavy winds |from the ENE producing 6 to 7 foot tides and the island having an elevation of only about 10 feet. With the permission of the Commander, 14th Coast Guard District, KUKUI personnel jacked up, repaired, and replaced one quonset hut on original foundation at U. S. Navy Station, Rita. delivered one water tank, one quonset hut, fuel oil, GSK supplies, plywood, building lumber, pipe, and 10 drums of kerosene. Bad weather, prevalent throughout the area, had hampered Navy supply movements and the Island Commander was hard pressed as a result of the damage wrought to unit facilities, there being little likelihood of immediate delivery from other sources of required items which the KUKUI was able to furnish.

7. Having completed all work at Majuro Atoll, the KUKUI raised anchor at 1050, 30 January 1948 and stood out of the atoll, wind force 5 to 6 and northeasterly. Calalin Channel was cleared with some difficulty due to the northeasterly wind and extremely deep swell from seaward at the mouth of the channel, swells which were estimated as being from 18 to 29 feet deep and abeam of the channel course and which necessitated hauling the ship's head to 000°T at buoy '3' against a channel course of approximately 335°T, to offset the cumulative effects of wind, current and sea. Departed Majuro Atoll

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1335, 30 January 1948, enroute CGLTS Kwadack, Kwajalein.

8. Sighted Kwajalein Island at 1015, 31 January when 15 miles distant and passed into the atoll via Goa Pass at 1300. KUKUI anchored at 1450 in 27 fathoms of water to 90 fathoms of chain, two miles from the CGLTS, Kwadack Island. The repair party proceeded ashore to repair equipment and crew aboard delivered stores via LCM. Difficulty was experienced in making landings as the current is pronounced along the landing beach at Kwadack and the use of stern anchors by LCM's during landings operations was mandatory. 2 February, a trip was made in an LCVP to Kwajalein Island to the Naval Base for an official call on the Island Commander and for acquiring canteen supplies and navigational information. At CGLTS Kwadack, KUKUI delivered two quonset huts, one Chrysler Hale fire pump, 68 drums of fuel oil, 10 drums of gasoline, 10 drums of kerosene, one rubber raft, washing machine and GSK supplies. The repair party delivered and installed one distiller, made routine carpentry repairs, repaired screens, doors, steps, overhauled standing rigging of tower and replaced guy wires as needed and delivered and installed two generators with panel boards.

9. Departed Kwajalein at 1450, 6 February for Guam, M.I., in accordance with C14CGD/D 041920Z (February). Arrived at Guam, entered Apra Harbor 0800, 9 February, moored to berth S-4 and off-loaded 59 tons of cargo consigned to Coast Guard Depot, Guam. Delivered CG-24422 to CGC TRILLIUM, in port on our arrival. Three tons cargo for Okinawa and 25 tons for Oshima were delivered to CGC TRILLIUM for further delivery. Effected one mutual transfer to Coast Guard Depot, Guam and transferred three men to the U.S. Naval Hospital, Guam for inpatient treatment. At Coast Guard Depot, Guam, drilled holes through concrete tennis court for anchoring Butler hut frame bases and gathered and assembled from depot grounds the beams, plates, nuts and bolts, etc., for future erection of the Butler hut. Delivered and installed three Hercules generators.

10. Departed Guam, 1604, 22 February 1948 for Saipan with one man for transportation to CGLTS Saipan. 1055, 23 February anchored in Saipan harbor in 9 fathoms of water, 3-1/2 miles from the docks. Lowered boats and made trips to main harbor for the transfer of personnel and for the receipt of two LCM ramps. Effected a mutual transfer between the CGLTS and KUKUI. Departed Saipan 1800, 23 February enroute Iwo Jima.

11. 1408, 26 February 1948, anchored off Kangoku Island, Iwo Jima and commenced off-loading GSK stores, commissary stores and consigned cargo. Repair party overhauled generators, repaired tractor, huts, plumbing and other items as required. 1131, 26 February received C14CGD/D 262028Z (February), ordering delay on delivery of 120 foot steel tower to Kangoku for erection pending Headquarters answer to district's request to relocate station on main island of Iwo Jima.

12. 1605, 2 March, Commander Western Area and Western Inspector aboard for inspection of area with view toward relocation of CGLTS on larger island of Iwo Jima in lieu of rebuilding present station on Kangoku which was damaged

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by typhoon in October 1947 and the definite susceptibility of the old location to future typhoon damage. 0723, 3 March, the inspecting party departed and the KUKUI was advised that date that a survey party was enroute from Honolulu to determine new site for CGLTS, Iwo Jima. District survey party arrived evening of 5 March and took quarters the following day on Iwo Jima for surveying new site.

13. Received information 2243, 5 March 1948 in C14CGD/D 050210Z (March) that Headquarters concurred in relocation of Kangoku Island CGLTS to Iwo Jima. District site survey party, Commander H. D. Wear in charge, aided by ship's officers ashore, surveyed the proposed location on the northern end of Iwo Jima, near Kitano Point.

14. 0915, 9 March KUKUI shifted berth to east side of Iwo after force 5 NW winds during previous 24 hour period had halted off-loading operations. Anchored 900 yards off Blue Beach, Iwo Jima, eastern side, at 1052 and lowered LCM's commence off-loading 6x6 truck, cherry picker and work party ashore to handle and store materials for future erection of the new CGLTS at Kitano Point. 10 March, wind shifted to east and increased to force 5 by the 12th which hampered off-loading operations greatly.

15. 2255, 12 March LST 802 (USATS), while beached and off-loading cargo, parted her stern anchor cable and broached to. Assisted LST with KUKUI LCM's that night and following morning thus preventing further grounding until LST-1047 hauled LST-802 clear at 1130, 13 March following passing of 10 towing hawsers by KUKUI LCM. LST's took shelter in the lee of Iwo and at 1150, 13 March the KUKUI raised anchor and shifted to the west side of Iwo to carry on with off-loading cargo, anchored 900 yards off Brown Beach at 1343, 13 March and resumed off-loading and storing materials. 1400, 14 March inspection party from KUKUI went aboard LST-802 to inspect damage to starboard shaft alley of LST after being advised that hull had ruptured on anchor fluke during towing operations on the proceeding day. Sent KUKUI repair party with manufactured collision mat, portable burning and cutting equipment, submersible and P-500 pumps. The repair party worked 2-1/2 days, passed collision mat, pumped flooded compartments and welded and completed two permanent steel box patches.

16. 16 and 17 March, westerly winds force 3 to 4 caused rough surf at landing beach and hampered off-loading. On the 17th, the wind shifted to northeast, off-loading resumed at rapid pace and during that time the KUKUI received 100 DUKW tires and tubes at no cost from the AGF Command, 18 March in accordance with C14CGD/D 171941Z (March) At noon, 18 March completed off-loading 242 tons of material for construction

of new CGLTS Iwo Jima and working party ashore completed storage of materials near Blue Beach on the east side of Iwo at 1500, 19 March. Arrangements were made with Army Ground Forces for inspecting security of warehouses and providing fire protection.

17. 1739, 19 March departed Iwo for Saipan after having delivered to CGLTS Kangoku, 75 tons of freight, including 200 drums of diesel fuel, 20 drums lub

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oil, 15 drums gasoline, hot water heater and plumbing supplies, made extensive carpentry and plumbing repairs thus leaving station in serviceable material condition for six additional months operation.

18. 1025, 22 March arrived Saipan and moored to Pier C, berth 4, after being assisted by pilot and two Navy tugs. At Saipan, delivered the following: fire hoses, 300 feet of pipe, fire extinguishers, water heater, paint, refrigerator, washing machine and approximately 16 tons of GSK stores and radio gear. Repair party installed plumbing and a new deck in Commanding Officer's hut. A new deck was also installed in the crew's hut. 25 March commenced taking on Marine Corps cargo for delivery to 5th Marine Service Depot, Guam. Completed on-loading 56 tons of crated cargo at 1100, 26 March and at 1400 made preparations for getting underway. 1558, 26 March 1948 underway aided by YTL-427 and stood out of Tanapag Harbor for Cocos Island, Guam, M. I.

19. Approached Cocos Island at dawn 27 March and anchored off the entrance to Mamon Channel, Port Meriso, Guam at 0725 with CGLTS Cocos Island 5 miles away by boat. Lowered LCM's and dispatched repair party to the CGLTS. While at Cocos, off-loaded 200 drums of diesel oil, 60 drums of gasoline, galley range, water heater, 3000 board feet of lumber and various parts for minor repairs. Took aboard LCVP, CG-36057 for possible repair or survey. Repair party dismantled old tank tower and two tanks, delivered and constructed new tower, one 5000 and one 3000 gallon tank.

20. 0849, 29 March departed Cocos with a repair party remaining at CGLTS to complete repairs. Proceeded to Guam and moored at 1118, 29 March to berth Y, Apra Harbor. At Guam off-loaded Marine Corps cargo and KUKUI personnel constructed the frame work of a Butler hut and made forms and poured cement for hut base at the Coast Guard Depot, Guam. Delivered 11 tons of gear to Coast Guard Depot, consisting of quonset hut, one reefer, generator, cement and Cocos Island LCVP, CG-36057 for disposition by board of

survey. Received from Navy Supply Center, Guam, as ballast, 360 tons general cargo for delivery to Subic Bay, P. I. and Sangley Point, P. I.

21. 0705, 12 April 1948 departed Guam enroute previous Cocos Island anchorage. Arrived at Cocos at 0931 and resumed repairs to CGLTS. Delivered and installed one distiller and completed repairs to station. 2240, 12 April, sent medical officer to accompany one seaman requiring immediate medical attention (appendicitis) ashore via LCM, with jeep for transportation from Port Meriso, Guam to U.S. Naval Hospital.

22. 1907, 13 April 1948, departed Cocos enroute Potangeras Island, Ulithi Atoll. 0933, 15 April anchored half-mile south of CGLTS Potangeras Island. The LCM's were immediately lowered and repair party laid ashore. Delivered 500 drums of diesel oil, 200 drums of gasoline, 5 drums of lub oil, 5 drums of kerosene, one washing machine, one 8 cu. ft. reefer and other GSK stores totaling three tons. The repair party dismantled and removed old water tank and tower, built new tower and installed new 3000 gallon wooden tank, delivered and installed one 205B generator and made engineering repairs as necessary.

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23. 1518, 19 April departed Ulithi Atoll, took departure two miles north of Mog Mog Island, Ulithi and set course 280°T for Subic Bay, P. I., via San Bernardino Straits.

24. 0700, 23 April entered San Bernardino Straits, completed Verde Island Passage at 0500, 24 April. Arrived Subic Bay at 1652, 24 April and moored with aid of Navy tug, pilot and starboard anchor to NSD dock, Maquinaya, Subic Bay, P. I. Off-loaded with aid of Navy Off-loading crew 130 tons Navy cargo received at Guam. Off-loading completed at 0909, 29 April, received 4 steel water tanks from Subic Bay Navy Base, shifted berth and anchored at 0938 in berth 116, Port Alongapo, Subic Bay, P. I. 30 April received two dinghies, CG-16426 and CG-16427 from SS SURPRISE for delivery to CGLTS at Tarumpitao and Talampulan.

25. 1512, 1 May departed Subic Bay enroute Palawan. 1425, 3 May anchored 2-1/2 miles west of CGLTS Tarumpitao Point, Palawan, P. I. Delivered 300 drums of diesel oil, 15 drums of gasoline, washing machine, dallas hut, 2500 board feet of lumber, dinghy CG-16426 and GSK stores. Repair party delivered and installed two 205B generators, constructed concrete box for storage of Jato unit, drained and cleaned 5000 gallon water

tank and made extensive carpentry repairs about the station. A sounding survey was made of five square miles to the westward of Tarumpitao Point and forwarded to the district.

26. 1013, 8 May underway for Busuanga. Arrived Talampulan Island, Busuanga and anchored 1/2 mile east of Talampulan Island at 1511, 9 May 1948. During period at Talampulan made trip via LCM to Culion Leper Colony and also made a sounding survey of anchorage to eastward of Talampulan Island which was forwarded to the district. Delivered 75 foot pole, 400 drums of diesel fuel, reefer, cement, washing machine, dinghy CG-16427 and about 3 tons GSK stores. Constructed form and poured generator foundation, delivered and installed one 205B generator, delivered and installed two new steel water tanks, one Viking range, erected 75 foot pool and made minor carpentry repairs. Total off-loaded 150 tons.

27. 1355, 17 May departed Talampulan Island enroute Manila Bay P. I. Arrived Sangley Point, Manila Bay and anchored at 0825, 18 May in berth 340, 1/2 mile off Sangley Point. At Manila, granted liberty, obtained water, canteen supplies, 35mm movie film and quantities of gasoline and lumber for issue to Loran stations.

28. Noon 21 may departed Manila Bay enroute Subic Bay for fuel oil unobtainable at Manila. 1840, 21 May anchored in berth 115, Port Alongapo, Subic Bay and received 47,860 gallons diesel fuel the morning of 22 May. Received two 4200 gallon steel water tanks from NOB, Subic Bay at no cost for possible future erection at a CGLTS.

29. 1741, 22 May departed Subic Bay enroute Naulo Point, Luzon. Anchored 1713, 23 May in Santa Cruz Inner Harbor, two miles northwest of Santa Cruz point, CGLTS Naulo Point distant 7 miles by boat. Immediately took hand soundings

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to verify charted depths southeast of Hermana Menor Island for contemplated anchorage closer to CGLTS. Some shoaling is apparent about beaches as a small silt carrying stream has shoaled boat landing just north of Naulo Point CGLTS. However, soundings verified charted depths offshore in the 20 fathom area and at 1316, 26 May KUKUI shifted anchorage and anchored 3 miles from CGLTS Naulo Point at 1456, 24 May. Delivered 400 drums of diesel fuel, 1 washing machine and miscellaneous GSK supplies. Repair party constructed and poured generator foundation, delivered and installed three 205B generators, repaired tank tower, delivered and erected new water tank, made necessary

carpentry repairs and made a survey of the station boundary. Total off-loaded at Naulo Point - 145 tons.

30. 1800, 29 May departed Naulo Point enroute Hong Kong, China. Made landfall on Gap Rock and anchored at 1117, 1 June in Hong Kong examination anchorage northeast of Green Island. After clearing quarantine shifted to mooring berth B-25, Hong Kong Harbor. Official calls were made to Commander, Hong Kong, U. S. Consul General and social calls aboard various British Naval vessels in port, no American Naval vessels were present during this stay. Granted liberty and took on water before departing.

31. 1108, 7 June departed Hong Kong via Wanglan Island Light enroute Okinawa via Bashi Channel. After encountering some rough weather in the vicinity of Bashi Channel, anchored at 0816, 12 June off Ichi Hanare, Okinawa Shima in Shimu Wan, boat landing at Ichi Hanare distant 3/4 of a mile. Delivered to CGLTS 500 drums of diesel oil, 2 Hale pumpers, 2-75 foot poles, jeep T-8630, 1 wooden 5000 gallon water tank, lubricating oil and miscellaneous GSK supplies for a total of 218 tons off-loaded. CGLTS LCM, CG-50096 was taken aboard and given complete hull painting and engine overhaul. Repair party made necessary machinery and carpentry repairs at station.

32. 1036, 20 June departed Shimu Wan, shifting anchorage to Buckner Bay for on-loading 65 foot poles. 1620, 20 June anchored in Buckner Bay and commenced loading forty 65 foot poles from AGF at Brown Beach, Kuba Saki, Okinawa, in accordance with C14CGD/D 150225Z (June). 1439, 21 June attempted to shift anchorage closer to Brown Beach but heavy rain and reduced visibility made anchorage at 1512 necessary after moving 1 mile further in. 1800, 23 June departed Buckner Bay after on-loading 41 poles, enroute Shimu Wan. 2149, 23 June anchored in Shimu Wan westward of Ichi Hanare and prepared to deliver poles to CGLTS. 24 and 25 June off-loaded twenty 65 foot poles to CGLTS Ichi Hanare under adverse weather and operating conditions, heavy rain and attendant soft mud over Ichi Hanare roads gave vehicles much difficulty particularly for the first mile from landing beach up the steep slope.

33. 1635, 25 June departed Okinawa enroute Yokosuka, Japan. 1830, 28 June made landfall on Kozu Shima when distant 26 miles, thence into Tokyo Kaiwan and moored at 0935, 29 June with aid of pilot to berth Dog-8, Yokosuka Harbor for fueling to capacity prior to 1 July 1948. Afternoon 29 June received 39,144 gallons of diesel fuel and submitted requisitions for ship's stores to be received later. 1056, 30 June departed Yokosuka Harbor for Oshima.

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34. 1556, 30 June anchored southeast of Oshima, 1200 yards off Fude Shima. Sent repair party ashore and commenced off-loading operations. At noon 1 July wind rapidly increased in force, reaching force 8 at 1400. Made preparations for shifting to protected anchorage, LCM's sheltered in Habu Ko, Oshima. 1639, departed Oshima enroute Tokyo Bay and anchored 2044, 1 July 2-1/4 miles off Isonne Misaki, at entrance to Tokyo Bay. 1013, 2 July departed temporary anchorage enroute Yokosuka Harbor for stores, as weather remained unfavorable to work Oshima CGLTS with LCM's. At 1130, 2 July anchored in Yokosuka Harbor, granted liberty and submitted requisitions for commissary, GSK and other supplies for delivery at a later date.

35. 0632, 3 July departed Yokosuka enroute Oshima, as weather had moderated sufficiently for LCM operations. 1108, anchored in previous anchorage off Fude Shima and resumed off-loading supplies to CGLTS Oshima. Delivered twenty 65 foot poles, 1 reefer, washing machine, 320 drums of diesel oil and Miscellaneous GSK supplies. Repair party delivered and erected a new wooden water tank, delivered and installed one 205B generator and constructed new concrete generator foundations, delivered and installed one distiller and made extensive carpentry repairs. Total off-loaded at Oshima - 185 tons.

36. 1316, 4 July departed Oshima enroute Yokosuka, leaving repair party at CGLTS to complete necessary repairs. 1810, made temporary anchorage at Yokosuka Harbor and proceeded at 1849 with tug and pilot for mooring berth. 1925, 4 July moored at berth Dog-8 Yokosuka Harbor and received commissary, GSK and other supplies including water and on-loaded 32 tons of Navy cargo for delivery to NSD, Pearl Harbor, T. H.

37. 1340, 7 July departed Yokosuka after being unable to obtain sufficient cargo for ballast. Proceeded to Yokohama and moored at 1600 to Pier 3, U. S. Army Docks, Yokohama, Japan with pilot and aid of anchor and tug. At Yokohama, granted liberty, received 60 drums of gasoline for further use at Iwo Jima for construction of new CGLTS. At 2340, 8 July completed on-loading U. S. Army cargo, 2500 empty steel drums consigned to USAGF, Iwo Jima.

38. 1050, 9 July departed Yokohama enroute Oshima to pick up repair party. 1630 stopped, drifting, southeast of Habu Ko, Oshima. Lowered LCM and returned repair party aboard and 10 tons of surplus electronic gear from CGLTS Oshima for delivery to Coast Guard Supply Depot, Alameda. 2118, hoisted LCM aboard and departed Oshima enroute Iwo Jima, standing down the eastern side of Nanpo Retto for Iwo Jima.

39. Enroute Iwo Jima, at 1530, 10 July in Position 38° 18.5'N - 140° 30'E, sighted spherical metal object resembling a mine. Sank object with rifle fire and sent priority dispatch to HYDRO and Commandant, U. S. Coast Guard of sinking object and resumed course for Iwo Jima.

40. 14, 12 July arrived Iwo Jima and anchored off Brown Beach, western side. CGC TRILLIUM at Iwo prior to KUKUI's arrival and anchored 1/2 mile north-eastward. Commander D. J. Lucinski, U. S. Coast Guard, District Civil Engineer, in charge of construction of new Kitano Point station during the KUKUI's absence,

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came aboard for a conference. 1725, that date, ComWesPacSec(CG) Guam, Captain S. C. Linholm came aboard for conference and departed 13 July for Guam at which time some KUKUI personnel were transferred to Commander, 14th Coast Guard District. On KUKUI's arrival LCM's commenced off-loading TRILLIUM cargo for construction of new station. 17 July, increasing westerly winds made shift to eastern Iwo Jima necessary. 1300, that date, KUKUI shifted anchorage and anchored at 1414, 17 July with CGC TRILLIUM off Blue Beach, Iwo Jima and off-loading of CGC TRILLIUM with LCM's was resumed. 18 July TRILLIUM came alongside and departed at noon after having received 10,080 gallons diesel fuel and 1000 gallons of water. Approximately 300 tons of cargo was off-loaded from TRILLIUM by KUKUI LCM's.

41. Evening of 21 July AGF, Iwo Jima, advised that Chinese LST WAN-MEI was disabled at Brown Beach with about 20 turns of stern cable about starboard screw while beached and off-loading. WAN-MEI safe and in no immediate danger at that time. KUKUI salvage party completed removal of stern cable at 1305, 22 July after approximately five hours effort and with no damage to screw.

42. 23 July, increasing swell from eastward necessitated shift of anchorage and 0817 KUKUI underway to Brown Beach, anchoring at 0920. 27 July, commenced off-loading empty drum cargo to AGF, Iwo Jima. Off-loaded 400 drums diesel fuel for new Kitano Point CGLTS and 53 additional drums of diesel fuel for old CGLTS, Kangoku, Iwo Jima. 1244, 12 August, KUKUI underway and stood southwest of Iwo to avoid tropical storm forming and enroute Iwo Jima. 2210, that evening, reversed course and anchored off Blue Beach, Iwo, at 1136, 13 August after storm had passed northeastward of Iwo. Prior to anchoring calibrated RDF on Iwo Aero radio beacon and swung ship for standard compass deviation table. 0841, 15 August shifted anchorage to western Iwo after northeast winds had halted LCM operations, anchored at 0959, 15th and resumed LCM operations. 0800, 16 August, Lieutenant Wesley J. Cumberland relieved Willem L. DeJong as Engineering Officer, CGC KUKUI.

43. 1305, 18 August departed Iwo, underway to search and assist Japanese vessel KOOSIE MARU, reported disabled approximately 150 miles northeast of Iwo Jima. 18th Army plane of Iwo AAF at 1630 sighted and unidentified vessel at 27° 06'N - 143° 01'E. 1935, ship's gyro became inoperative. 2302, 18 August, COMNAVFE advised KUKUI that KOOSIE MARU no longer required assistance and was under sail for Choshi, Japan. KUKUI maintained further search to check unidentified vessel in area. 0400, 19 August commenced modified ladder search plan for KOOSIE MARU in area centered about 26°00'N - 142°20'E. 0940, secured search and enroute Iwo Jima upon receipt COMNAVFE dispatch 182138Z (August) that KOOSIE MARU was under sail and in no further danger and making rendezvous with Japanese vessel CHOKAI MARU. Advised all interested parties KUKUI securing search and arrived Iwo and anchored at 0813, 20 August off Brown Beach to resume off-loading operations.

44. 1606, 21 August departed Iwo in accordance with C14CGD/D 191920Z (August) for Okinawa in order to deliver as replacement one LCM formerly consigned CGLTS Cocos Island, Guam and also for the purpose of salvaging sunken

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LCM at CGLTS. 1712, 24 August arrived Okinawa and received damaged LCM, CG-50096 aboard on the 25th and transferred to station replacement LCM, CG-50104.

45. 1407, 25 August departed Okinawa, in accordance with C14CGD/D 242105Z (August), enroute to Guam to procure additional building supplies for further delivery to new CGLTS under construction at Kitano Point, Iwo Jima. 1730, 25 August, after clearing Chimu Wan, Okinawa, strong SSE winds and rather rough SSE seas caused ship to pitch and race screw. Immediately reduced speed and changed from base course 129°T to 115°T which placed ship on a comfortable course. Morning and midday 26 August, the wind and seas abated, moderating such that at 1114 c/s to 150 rpm and c/c to 130°T. 1340 seas abated further and c/s to 165 rpm. 1816, 26 August ship vibrated similarly to that at critical speed, r/s to 150 rpm. 1820, stopped after after short metallic squeak was heard in shaft alley. Investigation revealed that the tailshaft had parted about 22' forward of propeller and the broken part with propeller still attached had shifted aft, canted and jammed screw against rudder stock. Position by DR 25° 36'N - 130° 56'E. Sent dispatch 260838Z (August) to C14CGD and to ComWesPacSec(CG), Guam, that ship was disabled. COMNAVFE dispatched DD-886, USS ORLECK at sea to rendezvous KUKUI and to tow to OKINAWA.

46. 2200, 27 August USS ORLECK arrived on scene. Position 25° 36'N - 130° 44'E. 2342, ORLECK towing cable was made fast to starboard anchor chain. Veered out 50 fathoms of chain, stopped off chain on deck and departed in tow of ORLECK whose orders were amended to tow KUKUI to Yokosuka for dry-docking at the Naval Fleet Activities. Speed under tow averaged 8 knots.

47. 0630, 29 August U. S. Navy tug, USS LIPAN, ATF-85, which had been dispatched from Yokosuka to relieve ORLECK, arrived on scene. 0729, unshackled from ORLECK and took LIPAN's towing hawser. Chain veered to 30 fathoms and stopped off on deck. 0905, 29 August departed position 28° 42'N - 133° 41'E in tow of USS LIPAN, enroute Yokosuka for dry-docking and repairs. 1810, 31 August LIPAN cast off towing hawser in Yokosuka Harbor; while tugs, YTB-413 and YTB-415, stood by and moored KUKUI to berth Dog 8, Yokosuka Harbor at 2100, 31 August.

48. Morning of 7 September shifted to dry-dock No. 5, Yokosuka. 1000, board of investigation convened for inquiry into cause of KUKUI tailshaft failure on 26 August 1948. 1515, 7 September dry-dock pumped dry, work commenced on repair of tailshaft, minor voyage repairs of gyro-compass, sea valves and navigation instruments. 1715, 10 September parted tailshaft was removed with evidence of crack in tailshaft sleeve having existed for a period of time prior to casualty. 1112, 14 September board of investigation adjourned to await action of reviewing authority.

49. 1820, 18 September dry-dock flooded and KUKUI shifted aft to clear stern of dry-dock and caisson for dock trial on following date. Morning 19 September, 1011-1035, held satisfactory dock trial. 0840, 20 September underway for sea trial in Tokyo Bay and in bay entrance. 1047, reversed courses for

-10-

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CGC KUKUI

to

15-Oct-48

Comdr.,

14CGD

607

Yokosuka after KUKUI had satisfactorily passed crash stop tests consisting of full astern bell with full way on. 1315, returned to Yokosuka, after satisfactorily completing sea trial, moored at dry-dock No. 6 (a wet basin for supply department berths). Afternoon 21 September commenced loading Navy cargo, mixed anchor chain and crated freight for delivery to Pearl Harbor and Mare Island. 22 September received 84,378 gallons of diesel fuel, fueled to capacity, on-loaded 400 drums of diesel fuel and 25 drums of gasoline cargo for delivery to CGLTS French Frigate Shoals and additional commissary supplies.

Completed loading approximately 500 tons Navy cargo at noon 23 September, draft 13' 6" forward, 14' 8" aft.

50. 1702, 23 September departed Yokosuka enroute Iwo Jima in accordance with C14CGD/D 211830Z (September) for transferring to Iwo volunteer construction detachment from ship's crew. 0710, 26 September arrived Iwo Jima and anchored off Brown Beach. All personnel from the KUKUI on construction detail at Kitano Point for temporary duty were transferred aboard, men from TRILLIUM and from Sand Island temporarily attached to the KUKUI for administrative purposes while on construction detail, were administratively transferred to ComWesPacSec(CG), Guam and ordered to continue on temporary duty at CGLTS site Iwo Jima. Transferred to Iwo Construction Detail a group of eighteen (18) KUKUI men volunteering to remain at Iwo Jima, these men administratively transferred to ComWesPacSec(CG), Guam. Departed Iwo Jima at 1912, 26 September enroute French Frigate Shoals via great circle route in accordance with C14CGD/D (August) 240212Z.

51. 1030, 27 September at position 25° 02'N - 143° 53'E, received C14CGD/D 261810Z (September) ordering diversion to Wake Island to pick up Army Engineer Corps and CAA cargo for further delivery. Set course 105°T and proceeded Wake Island. 0700, 3 October arrived at Wake Island and hove to, drifting south of Wake Island while on-loading cargo. Commanding Officer made preliminary survey of Wake Island for new CGLTS site in accordance with C14CGD/D 300800Z (September). 1340, 3 October completed loading U. S. Army Engineer Corps motor launch, skiff and box cargo of 7 tons for Army Engineer Corps, Honolulu, T. H. and 20 tons general cargo for CAA warehouse, Honolulu, T. H. 1500, 3 October departed Wake enroute French Frigate Shoals in accordance with basic orders.

52. 0741, 9 October arrived French Frigate and anchored NNW of Laperouse Pinnacle. Delivered CGLTS, French Frigate Shoals 400 drums diesel fuel, 10 drums gasoline, 10 drums lub oil and 15 drums kerosene, steel water tank and approximately one ton of GSK stores. Repair party delivered and installed the following: one Viking range, generator and panel board, one distiller and a hot water heater. In addition, overhauled one generator, hoisted station LCM aboard and protectively painted hull, replaced shafts and screws and completed various minor carpentry repairs at CGLTS. 1410, 12 October 1948 departed French Frigate Shoals for Honolulu, T. H., carrying one man from CGLTS French Frigate Shoals to Honolulu for emergency dental treatment. Arrived Honolulu, 0817, 15 October 1948 and moored Berths No. 3 and 4, U. S. Army Marginal Docks, Sand Island, Honolulu, T. H.

**SUMMARY CRUISE**

- 1. Miles cruised - - - - -18,153
- 2. Hours underway - - - - -1,993
- 3. Hours anchored - - - - -4,895
- 4. (a) Fuel on hand 29 January, 1947 - - - - -184,900  
    (b) Fuel received on cruise - - - - -244,398  
    (c) Total fuel aboard during cruise - - - - -425,177  
    (d) Total fuel on arrival Honolulu - - - - -165,600  
    (e) Total fuel expended & transferred- - - -258,877  
    (f) Total fuel transferred, CGC Trillium- - - -10,080
- 5. Total fuel used during cruise- - - - -248,757
- 6. Fuel consumption. Gals per mile - - - - -13.7
- 7. Stations visited and serviced- - - - -15
- 8. (a) Coast Guard cargo delivered to CGLTS and  
    Depot, Guam - - - - -2,669  
    (b) Coast Guard cargo delivered to Honolulu &  
    San Francisco - - - - -110  
    (c) Army, Navy, Marine Corps and CAA cargo -1,468
- 9. Total cargo handled this cruise - - - - -4,247
- 10. (a) Number Lab. tests, examinations, immunizations  
    and Medical treatments - - - - -6,689  
    (b) Number dental treatments - - - - -1,539

Marion Amos, CDR, USCG  
Commanding Officer

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**PARTIAL CREW LIST - -O DIVISION SUBIC BAY P. I. APRIL 27, 1948**

Holland ENS  
McKennon QMC  
Rouse ETMC  
Garrett PHMC

Charter YC  
Hutto QM1  
Morin SM1  
Robles SM1  
Wilson RM1  
Berrest EM1(Tel)  
Ciesek Y1  
Colon Y1  
Clause PM2  
Pander ETM2  
Barry QM3  
Brooke PM3  
Madison RDM3  
Stewart RM3  
Zrinsky RM3

Marion Amos, CDR, USCG  
Commanding Officer

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Our thanks to K. B. Stewart, a *Kukui* veteran, for sending us a copy of this report.

