

Rec. 2-8-00

WAR DIARY

USS GREENLET

ASR 10

JULY 16-31	1950
AUGUST 1-31	1950
SEPTEMBER 1-30	1950
OCTOBER 1-31	1950
NOVEMBER 1-30	1950
DECEMBER 1-31	1950

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ASR10/ASR-1/11
Ser 01

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2 January 1950

File. 2-8-00

From: Commanding Officer, U.S.S. GREENLET (ASR-10)
To: Chief of Naval Operations

Subj: War Diary, U.S.S. GREENLET (ASR-10)

Ref: (a) CNO rest ltr OP-325/aa Serial 119734 of 3 August 1950
(b) CNO rest dispatch 092009Z of August 1950

Encl: (1) U.S.S. GREENLET (ASR10) War Diary, 1 December to 31 December 1950, inclusive.

1. Enclosure (1) is submitted in accordance with references (a) and (b).

M. Gos FRANGES
M. Gos (FRANGES)

CC: CTR 96.9
ComNavSt
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ComSubFlet One (2)

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WAR DIARY

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Friday, 1 December 1950

The U.S.S. GREENLET (ASR-10) is presently under operation control of Commander Submarine Division 11, CDR W. T. GRITNER, U.S. Navy. Commander Submarine Division 11 is also designated as Commander Task Element 57.03, Commander Task Group 70.9, Commander Task Group 96.9 and Commander Task Element 90.53. The U.S.S. GREENLET is designated task unit 57.03.5, task unit 70.9.5 and task unit 96.9.5 acting as tending vessel and rescue and salvage vessel for submarines present Western Pacific.

0800I Moored starboard side to berth Able 5, Yokosuka, Japan.

Saturday, 2 December to Sunday, 3 December 1950

Moored as before.

Monday, 4 December 1950

0725I Underway in accordance with verbal instructions of CDR 57.03 to take soundings off Saru Shima, Tokyo Kaitan, Japan to aid Commander Fleet Activities, Yokosuka, Japan in establishing a shallow and a deep de-gaussing range.

0756I Commenced making runs from Saru Shima on course 040⁰⁰T taking fathometer recorder traces on each run.

0800I and 1200I Position Lat. 35-17.5N Long. 139-42E

1207I Completed assigned duties. Returning to Yokosuka, Japan.

1237I Moored star board side to U.S.S. BESUGO (33321) at berth Able 5, Yokosuka, Japan.

Tuesday, 5 December to Wednesday, 6 December 1950

Moored as before

Thursday, 7 December 1950

Moored as before

0845I U.S.S. CHANTICLEER (ASR-7) moored alongside to port. CHANTICLEER assigned duty as relief of GREENLET in Western Pacific. Commenced turnover of duties and other pertinent information.

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Moored as before

Wednesday, 13 December 1950

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0600I Moored as before

0956I Underway in accordance with GTC 96.9 confidential dispatch 121414Z enroute Sasebo, Japan to escort U.S.S. BULK (DM761) from Sasebo to Yokosuka.

1200I Position Lat. 34-59.2N Long. 134-33.2E

2000I Position Lat. 35-59.5N Long. 136-02.1E

2230I Received GTC 96.9 confidential dispatch 130513Z with information that operational control COMINT was to be exercised by Comlaw's.

Thursday, 14 December 1950

0600I Position Lat. 32-38.8N Long. 135-41.6E

1200I Position Lat. 32-18.1N Long. 134-16.7E

2000I Position Lat. 31-39.2N Long. 132-48.2E

Friday, 15 December 1950

0600I Position Lat. 31-23.4N Long. 129-52.6E

1200I Position Lat. 32-01.0N Long. 129-29.0E

1744I Moored to buoy Kroy 4, Sasebo, Japan.

Saturday, 16 December to Monday, 18 December 1950

Moored as before. Made official calls.

Tuesday, 19 December 1950

0800I Moored as before

1151I Underway in accordance verbal instructions of higher classification of GTC 95 and telephonic approval of Comlaw's to be followed later by dispatch instructions from Comlaw's to conduct diving operations.

1530I Rendezvoused in area George in accordance with instructions.

1621I Anchored in position Lat. 33-25-03N Long. 129-17-00 in 49 fathoms of water with 85 fathoms of chain to port anchor and 150 feet of wire to stern anchor.

2000I Moored as before

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Wednesday, 20 December 1950

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- 0800I Hoored as before.
Commenced diving operations and repositioning moor twice in essentially the same geographical location.
- 1200I Position Lat. 33-25.00N Long. 129-17.00E
- 1525I Succeeded in putting a diver on the bottom in 512 feet of water in helium rig.
- 1745I Completed diving operations as ordered. Retrieved moor. Returning Sasabo. No written instructions on this operation were received by GUMPERT, although it is understood that there was a series of dispatches between GTF 95 and Conlaw's. Periodic reports of progress were made to GTF 95 by the senior commanding officer of ships present in the area.
- 1800I Received Conlaw's confidential operation order dispatch 191314Z forming TUI 96.5.2 of BUCK (DDY61) and GTF 95 (ASDLO) with instructions to proceed Yokosuka and thence to Pearl Harbor via Midway.
- 2158I Hoored to Itoy Kray & Sasabo, Japan.
- 2230I Received GTF 95 confidential dispatch 201304Z with instructions to proceed Yokosuka first light 21 December and join BUCK now enroute Yokosuka. Sent movement report and ETA information to BUCK.
- 2340I Received BUCK confidential dispatch 201015Z with instructions to rendezvous position Lat. 31N Long. 131E.

Thursday, 21 December 1950

- 0655I Underway in accordance with GTF 95 confidential dispatch 201304Z enroute rendezvous point and Yokosuka.
- 0800I Position Lat. 33-06N Long. 129-35E
- 1200I Position Lat. 32-13.2N Long. 129-32.7E
- 2000I Position Lat. 30-59.1N Long. 130-55.5E
- 2009I Reported for duty to GTF 96.5.2 and took station 1500 yards ahead of BUCK enroute Yokosuka, speed 14.5 knots.

Friday, 22 December 1950

- 0300I Position Lat. 32-27.8N Long. 131-05.8E
- 1200I Position Lat. 32-54.5N Long. 135-13.2E
- 2000I Position Lat. 33-54.6N Long. 137-34.6E

DECLASSIFIED ENCLOSURE (1)

Saturday, 23 December 1950

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0600Z Entering Yokosuka harbor.

0847Z Moved starboard side to alongside U.S.S. HIKUMI (SS523) and U.S.S. CHATHAM (ASR-7) at berth Able 5, Yokosuka, Japan. Sent via registered guard mail a speedletter report of diving operations 19-20 December to OIF 95 in accordance with dispatch instructions.

Sunday, 24 December to Monday, 25 December 1950

Heaved as before. With a lighted cross at the foremast, a lighted star at the mainmast, and colored lights on all yards and stays. CHATHAM was the best dressed ship in Yokosuka this Christmastide.

Tuesday, 26 December 1950

0653Z Underway in accordance with ComNavFt dispatch 191514Z to join BUCK (DD761) and proceed to Pearl Harbor via Midway.

0745Z Took station following 1500 yards in wake of BUCK.

0759Z BUCK reversed course. Returning to port to offload sick man.

0800Z Position Lat. 35-34.6N Long. 139-46.2E

0900Z Rejoined BUCK on station 1500 yards astern, course 176°T speed 15.0 knots.

1058Z With Hejian Saki Light bearing 083°T, took departure and set course 130°T and 330.

1200Z Position Lat. 34-43.4N Long. 139-58.2E

2000Z Position Lat. 33-22.2N Long. 141-56.9E

Wednesday, 27 December 1950

0800Z Position Lat. 31-54.4N Long. 144-56.9E

1200Z Position Lat. 31-03N Long. 145-30E

2000Z Position Lat. 30-07.8N Long. 146-54.1E

Thursday, 28 December 1950

0100Z Set clocks ahead one (1) hour to conform to -10 zone time.

0800Z Position Lat. 29-17.5N Long. 149-51.2E

1200Z Position Lat. 28-56.5N Long. 150-51E

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Thursday, 28 December 1950 (Cont'd)

- 1250K Exercising crew at general quarters for anti-aircraft practice firing at balloons released by BUCK.
- 1354K Secured from general quarters and target practice having expended eight (8) rounds of 3 inch 50 caliber and three hundred and sixty (360) rounds of 20 mm ammunition. No casualties to personnel or balloons.
- 2000K Position Lat. 28-15.7N Long. 153-02.5E

Friday, 29 December 1950

- 0800K Position Lat. 27-19.5N Long. 156-37.2E
- 1200K Position Lat. 27-08.8N Long. 156-49.0E
- 2000K Position Lat. 27-13.4N Long. 158-54.2E

Saturday, 30 December 1950

- 0100K Set clocks ahead thirty (30) minutes to conform with -10½ zone time.
- 0600 Position Lat. 27-07.1N Long. 161-22.8E
- 1200 Position Lat. 27-27.4N Long. 162-35.5E
- 2000 Position Lat. 26-57.5N Long. 164-43E

Sunday, 31 December 1950

- 0800 Position Lat. 26-05.7N Long. 167-48.7E
- 1200 Position Lat. 26-22.3N Long. 168-53.0E
- 1446 Completed exchange of movies and mail with BUCK via single line breeches buoy. BUCK proceeding ahead at 15.5 knots to arrive Midway during daylight 2 January 1951 in order to complete fueling and rendezvous with GEMINI off Midway entrance approximately 1800, 2 January.
- 2000 Position Lat. 26-05.7N Long. 170-39.5E

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