

There was no battle damage inflicted on this vessel by the enemy. This ship destroyed one enemy plane (Oscar) and scored hits to assist in the destruction of at least 3 other enemy planes (Vel, Nick, Oscar), and viewed the destruction of 50 or more other enemy fighter and bomber type planes by fighter interception and anti-aircraft action of naval and shore batteries in the vicinity of the anchorage. All enemy air attacks were confined to suicide diving and several high altitude beach bombings with poor results as far as could be determined. Fire discipline on the whole was very good. Considerable nervousness was evident in the first attacks, but steadily improved with experience.

The first issue of provisions to small craft was made on 2 April (Love plus 1) when the first craft came alongside. From this date to 21 June, when the Okinawa campaign officially ended, the U.S.S. YC-10 (APB-43) provisioned and/or serviced a total of 905 skips. Broken down into types of ships served were: 115 LCS's, 219 LCI's, 9 PC's, 3 PCF's, 25 PCS's, 55 SC's, 298 LCT's, 36 LCM's, 36 LST's, 2 DD's, 1 AN, 3 PGM's, 2 ARS's, 1 ATR, 1 LSD, 1 APD, 4 YTL's, 1 YTB, 4 AGS's, 1 DE, 1 EF, 1 AG, 3 AOG's, 1 APA, a merchantman, and 76 barges. A unit issue plan was used for fresh and frozen provisions which included a balanced ration for any size craft. The issues varied greatly as many ships' supplies were entirely exhausted while others desired little but luxuries. Total issues during this period were 514 tons of dry provisions, including 21 tons of bread, and 477 tons frozen for a grand total of 991 tons.

Provisions were transferred from this vessel by a working party from the ship serviced, after the breakout was made by the mother ship's storekeepers. Articles were passed from the tank deck, up the ladder to the main deck and over the side to the ships. A wooden chute was used on occasions when the deck of the ship being serviced was well below the deck of this ship. Difficulties inherent in this method became readily apparent under continuous and constant day after day operations. The breakouts from within and atop the reefers proved to be a back-breaking task, far more than the allotted personnel could handle. Reprovisioning of this vessel was effected by loading through the bow doors from LCM's and LCVP's, then down rollers to the reefers and storerooms. Lack of a cargo boom and adequate cargo hatches slowed the reprovisioning process, but despite such limitations, 6 to 15 tons of supplies per hour, depending on composition and assortment, have been loaded by this means. This ship maintained sufficient quantities of stores by reprovisioning 13 times from departing transports as well as supply and provision ships, where fresh provisions were non-existent, but most articles in dry and in beef were abundant.

Oilers were available for small craft soon after "L" day, thus enabling this vessel to concentrate on refueling the hundreds of small boats desiring that service. Moorings were available for 20 of these boats. Although fueling operations were definitely of a secondary nature, 195,642 gallons were discharged.

During the period there were 5 admissions to the sick list, one accident occurred aboard, one major and 5 minor operations were performed, and one patient was transferred to shore base facilities for further treatment. While S.L.C.U. #36 was aboard, sick call averaged 32 per day; thereafter sick call averaged 17 per day. Although living conditions had been overcrowded, rigid regulations of sanitation were enforced, and no epidemics or communicable diseases occurred. At the target, 70th SeaBees, who lived aboard and worked ashore, brought fleas to the transient quarters. These were controlled by thorough cleaning, spraying, and fumigation. Fresh water was under the supervision of the medical department, and all water underwent routine testing and chlorination. Several casualties from the shore were brought aboard for emergency treatment before being transferred to hospital ships. Laboratory tests and medical consultation were available for small craft without these facilities.

Operation of the Ship's Store was on a continuous basis. As much service as possible was provided with sales to other vessels. Averaging from \$25 to \$80, it became necessary to ration most articles to insure their fair distribution.