

Disbursing operations were of a secondary nature, however several ships that had not been paid for extended periods, needed money for small stores, etc. A total of \$105,623.29 was expended to such crews.

Communications as a whole were commendable. Ship's traffic consisted of 3,603 messages by visual and 2,774 by radio telephone, a total of 6,377 messages during the operation. At various times, as headquarters for Boat Pool Baker, Smoke Control Group, Gunnery Instruction Group, Northern Security Patrol, and Receiving Ship, considerable traffic was directed to them which necessitated the continuous coverage of one (1) MF voice circuit and three (3) VHF voice circuits. Additional VHF units were operated from small craft.

Weather conditions on the whole were very favorable. Heavy seas extended throughout the movement phase until 31 March when conditions improved to near perfect on "L" day. On several occasions weather and sea conditions made carrying out services alongside very difficult. First typhoon precautions were taken on 4 June when this vessel proceeded to the better-protected anchorage of Nago Wan. However, the storm center passed well to the eastward of Okinawa and so nothing materialized. While under conditions of alert, the smoke screen was very effective, and visibility at all times was almost zero.

In periods of heavy seas considerable damage to the hull was inflicted by craft coming alongside. All baffle drains were damaged and the hull dented as 7 holes above the water line and 1 hole below the water line were inflicted.

On 21 June 1945 the High Command announced the end of organized resistance in the area. The ship's usefulness was diminishing; therefore on 28 June, the YOLO was ordered into Task Unit 31.29.25 along with LST's 1040, 597, 592, 668, 728, 564, 774, 670, 1106, 920 (L), 905, 334, 805, 43, 87, 829, 933, 932, 712, 952, 570, AOG 10, and LST's 738, 676, and 598, under Captain C.A. Lagg, USN, Commander LST Flotilla 33, in LST 1040, bound for Leyte, P.I.

After arrival in San Pedro Bay, Leyte, on 3 July, the YOLO reported to Commander Service Squadron 10 for availability and repairs. Repairs proceeded as scheduled until 22 July when Commander Service Division 101 Dispatch 220143 of 22 July 1945 ordered the ship to the Seventh Fleet for a run with fresh provisions from supply ships in the area. The ship got underway 24 July to carry out the orders.

Proceeding independently, this ship arrived in Subic Bay 0712 of 27 July when almost immediate discharging of provisions commenced. Provisions were divided among APA 96 and ALA's 90 and 64. The return voyage commenced at 1138 of 29 July, after completion of discharges. Receiving a draft of 50 men for transportation to Receiving Station, Leyte, P.I. on 1 August, the YOLO was then ordered to resume her period of availability.

On 10 August all ships at anchor, San Pedro Bay, celebrated wildly with flares, rockets, and fog horns as the first news of Japan's surrender terms was announced. Ensign L.J. Reinhardt, USNR, was detached from duty to Naval Air Training Base, Clinton, Oklahoma, on 16 August. His duties as navigator were assumed by Lt(jg) H.E. Selke, USNR. The first contingent of discharges from this ship was transferred to the United States, and discharge from the service in accordance with the demobilization policies set forth by ALNAV 196. From 24 August to 2 September this vessel served as additional barracks for 235 men received by Service Division 101 for further assignment.

After the acceptance of the surrender terms by Japan, plans for landing of occupation troops in the Japanese homeland were speeded up. In preparation for such assignment this ship was ordered to Naval Supply Depot, Guinan, Samar, P.I., on 25 August, where a capacity load of provisions was loaded prior to return to San Pedro Bay, anchorages on the 27th.