

Tactical maneuvers were exercised by the convoy and daily emergency drills were engaged in by this ship. On 15 March the screen reported an underwater contact about 7 miles distant and on 19 March a British carrier task force was sighted astern of the convoy.

From 21-25 March the ship was anchored in Ulithi anchorage, West Caroline Islands, undergoing necessary minor repairs by ship's force, completing final logistics, and receiving last minute briefing from operational commanders.

Again in accordance with the operation movement order the convoy sortied from Ulithi on 25 March at 1812 with other ships of Unit Three, Tractor Group Charlie, (Task Unit 51.12.3) in continued seas and gale force winds. On several occasions it was necessary to the convoy position to put the bow into the sea in order to secure the turnbuckles, stays, and chains. Emergency drills, tactical maneuver recognition training classes and small arms drill were held when weather permitted. On 30 March the sea and weather conditions improved sufficiently to enable the SC 630 to come alongside for fuel, water, and provisions. Soon after completion of transfer SC 630 became dead in the water as the main engines failed. The LST(M) 677 was ordered to proceed back by night and take her in tow. After an unsuccessful search for SC 630 the ship was ordered to rejoin the convoy after being relieved by ATF 106 of the screen. On 1500 31 March the convoy executed a 45 degree emergency turn away from an underwater contact reported by U.S.S. FLEABLING (D3640) screening vessel ahead. Depth charges were dropped. At 1800 of that date the southern tips of Okinawa Shima were sighted, distance about 13 miles. No enemy activity was evident, although large fires could be noticed on the island. Thirty minutes later LSM 264 neutralized a mine 300 yards off the starboard beam.

A short account of contacts with enemy planes and ship's operations are recorded as follows:

1 April 1945.

- 0145 - Screen made first radar contacts with Bogies in the area - all hands at battle stations. Burning object believed to be enemy plane crashed into sea 6 1/2 miles ahead of formation.
- 0402 - All patrol vessels of this unit released by CTU for previously assigned duties.
- 0606 - One Bogie shot down by screen off port bow, bearing 340° T, distance 5 miles.
- 0613 - Two enemy twin engine bombers bearing 130° T, distance 2 miles, attempted to fly over formation, but were driven away by combined AA fire of ships of this unit.
- 0635 - Released by CTU 51.12.3 to proceed for previously assigned duty.
- 0730 - Took assigned position in area Tare bearing 098° T, distance 1500 yards from Sampa Misaki (Pt. Bolo), Okinawa; underway in area Tare for remainder of the day awaiting further orders.
- 0841 - Taking station with CTU 53.3.3 for night retirement.

2 April 1945.

- Night retirement plan carried out during remainder period of darkness with enemy planes throughout the area, beginning at 0026 with all hands at battle stations.
- 0600 - Commenced firing on Bogey (Nick) passing from astern to abeam, distance 1,000 yards, altitude 5,000 feet which transports returning to anchorage from night retirement had previously taken under fire. Combined AA fire crippled Bogey, which then attempted to suicide dive destroyer bearing 030° T, distance 900 yards, but was disintegrated by 5" fire as it crashed into the sea.
 - 0625 - Released by CTU 53.3.3; proceeded to area TARE to await further orders.
 - 0655 - Per oral orders of CTU 53, via Lt. Jamin, Pontoon Barge Officer, reported to TransRonGroup ABLE anchorage.
 - 0800 - Northern pontoon barge Unit (53.12.3), 70th Naval Construction Battalion Pontoon Barge Detachment, Lt. Jamin in charge, established headquarters on board.
 - 1315 - Commenced carrying out function as LST(M) Landing Craft Tender as first ship was taken alongside for servicing.