

F-2
Contributed by Frank Gerhardt

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IN REPLY REFER
TO NO.

DISTRICT STAFF HEADQUARTERS
TWELFTH NAVAL DISTRICT
 FEDERAL OFFICE BUILDING CIVIC CENTER
 SAN FRANCISCO · CALIFORNIA

ADDRESS REPLY TO
COMMANDANT
TWELFTH NAVAL DISTRICT

A12-1
(SC)(512-06-Wn)

1st Endorsement

on CO, USS HERCULES, ltr. AK41/A12-1,
Serial: 002, dated 15 January 1943.

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February 25, 1943

From: The Commandant, Twelfth Naval District and Naval Operating
Base, San Francisco, California.
 To : Commander-in-Chief, U. S. Fleet.
 Subject: War Diary.
 Enclosure: (A) War Diary of U.S.S. HERCULES for period from
December 10, 1942 to January 6, 1943 inclusive.

1. Forwarded.
2. By copy of this endorsement the Commanding Officer,
U. S. S. HERCULES, is requested to forward War Diary direct to the
Commander-in-Chief in the future; and is informed that the Commandant
does not desire a copy of same.

J. W. GREENSLADE
Commandant

L. Jessup, Jr.
 LOWDEN JESSUP, JR.
 By direction.

1943 MAR 4 8 46

COMMANDANT IN CHIEF
 U.S. FLEET
 RECEIVED
 COMMANDANT IN CHIEF
 U.S. FLEET
 RECEIVED

cc: CO, USS HERCULES

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912-1
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AK41/A12-1
Serial: 002

U. S. S. HERCULES

January 15, 1943.

From: Commanding Officer.
To : Vice Chief of Naval Operations.
Via : The Commandant, Twelfth Naval District.
Subject: War Diary.
Reference: (a) COMICH restr ltr FF1/A12-1/A16-3, serial 3899, of Oct. 19, 1942.
Enclosure: 1/2 (A) War diary of U. S. S. HERCULES.

1. In accordance with reference (a), the war diary of the U.S.S. HERCULES, covering period from December 10, 1942, to January 6, 1943 inclusive, is hereby submitted.


W. H. TUNQUIST

5857
46581

U.S.S. Hercules (AK 41)

War Diary

San Francisco, Cal.

December 10, 1942

0-4 At anchor, San Francisco Harbor, in 8 1/2 fathoms, with 60 fathoms of chain to the port anchor, sand & shell bottom, on bearings as follows - Alcatraz Isl. 318° T, Yerba Buena light, 130° T, KSF Radio Tower, 192° T.

4-8 Conditions as before. 0700 Made all preparations for getting underway. Secured ship for sea.

8-12 0800 Pilot Scorah aboard. Weather thick. 0950 Completed swinging to flood tide. 1033 Underway for Port Hueneume, Cal. in obedience to instructions from Routing Officer, San Francisco, ltr 12/8/42. Standing down San Francisco Harbor on various courses conforming to channel. 1123 Anchored off Pier 31, San Francisco (bearing 228° T, N. end of pier) in 12 fathoms, sand bottom, with 45 fathoms in the water, port anchor.

B. M. Jenkins, Lt. Comdr. U.S.N.R.

12-16 Conditions as before. At anchor, waiting for fog to lift.

1325 Preparations for getting underway complete. 1336 Anchor aweigh. Pilot Scorah conning, various speeds & courses proceeding to sea. 1417 Passing through net gate. 1426 Passing under Golden Gate bridge. 1430 Pt. Diablo (@) abeam. 1435 Mile Rock light abeam. 1438 Pt. Bonita abeam. 1445 Buoy # 11 abeam. 1510 "K" buoy abeam. 1524 Pilot Boat "California" alongside. Pilot Scorah away. 1530 Departure - "J" buoy bearing 117° T. Capt. Turnquist conning ship. Various courses to sea.

J. Caldwell, Lt. (j.g.) U.S.N.R.

Note: On leaving Golden Gate, assumed condition # 2.

16-20 1626 Took departure from Buoy "A" on course 250° speed 19 kts. 1640 c/c to 215° T. 1814 c/c to 158° T

Note: 1640 Streamed patent log.

J. E. Strumm, Lt. Comdr. U.S.N.R.

20-24 Conditions as before. 2320 c/c to 147° T

POSITION 2000:

LAT. 36-45 N.

LONG. 123-09 W.

B. M. Jenkins, Lt. Comdr. U.S.N.R.

U. S. S. Hercules
War Diary

December 11, 1942

At Sea.

0-4 Conditions as before. No remarks

4-8 Conditions as before. 0740 c/c to $84^{\circ}T$. $72^{\circ}p.s.c.$
J. Caldwell, St. (j.g.) USNR.

POSITION 0800:

LAT. $33^{\circ}-31'N$

LONG. $120^{\circ}-48'W$

8-12 0830 Sounded General Quarters. 0853 Secured from
General Quarters, resumed Condition #2 0940 c/c to
 $059^{\circ}T$. 1045 c/c to $053^{\circ}T$. 1107 c/c to $054^{\circ}T$. 1200 c/c to
 049° and set degaussing coils.

F. E. Strumm Lt. Comdr. USNR

12-16 1217 c/c to $055^{\circ}T$. 1231 Passed Anacapa Isl. Light
abeam, ^{to port} distant 1.6 miles c/c to $034^{\circ}T$ 1259 Arrival
Port Hueneeme, Cal. 1321 Pilot Boat "Port Hueneeme"
alongside, Pilot Cook aboard. Steamed into harbor on
various courses conforming to channel, passing thro'
net gate, and mooring to Pier #2 at 1410, starboard
side to. Draft forward 13', aft 20'8". Deck relieved by
J. O. D. Started Port Routine. U.S.S. AP 7 and cargo
vessel berthed at Pier #1. 1530 Lt. Comdr. Goodman &
Lt Herlan of CB #3 aboard to discuss passage for
2 officers and 10 men. Ships present - U.S.S. Wharton,
J. S. Harrington. H. P. M. Luckin, Lt. Comdr. USNR

2000

16-20 Commenced loading cargo. Draft forward 12'10"
aft 20'06". P.N.A.B. contractor & civilian stevedores
handling cargo.

B. F. M. Luckin, Lt. Comdr. U.S.N.R.

2000-2400 Conditions as before

B. F. M. Luckin, Lt. Comdr. U.S.N.R.

U. S. S. Hercules

December 12, 1942

War Diary

Port Huenehine,
Cal.

- 0-0-4 Conditions as before. Loading general cargo
B. F. M. Guckin, Lt. Comdr.
U.S.N.R.
- 4-8 Conditions as before. 0745 Mustered crew at quarters
for life-belt instruction.
B. F. M. Guckin, Lt. Comdr.
U.S.N.R.
- 8-12 Conditions as before. Held 3 in. gun drills & loading-
machine exercise.
B. F. M. Guckin, Lt. Comdr.
U.S.N.R.
- 12-16 Conditions as before. Drilled men on 3 in. Battery and
loading-machine. Tested out starboard motor-whale-
boat in the harbor.
B. F. M. Guckin, Lt. Comdr., U.S.N.R.
- 16-20 Conditions as before. B. F. M. Guckin, Lt. Comdr., U.S.N.R.
- 20-24 Conditions as before B. F. M. Guckin, Lt. Comdr., U.S.N.R.

U.S.S. Hercules

December 13, 1942

War Diary

Port Hueneume, Cal.

0-4 Conditions as before. Loading general cargo.

4-8 Conditions as before.

8-12 Conditions as before. Gun drills & loading machine

12-24 as before. No remarks

B.F.W. Luckin, Lt.-Comdr.,
U.S.N.R.

December 14, 1942

Port Hueneume, Cal.

0-4 Loading general cargo

4-8 Conditions as before

8-12 As before. Exercised gun crews on 3rd battery and loading machine

12-16 As before. Gun drills continued. 1445 Jumbo boom on foremast spread at goose-neck, bending ~~nut~~ pin.

16-20 As before. 1800 Boom lowered, ~~nut~~ ^{pin} removed by blacksmith.

20-24 As before.

B.F.W. Luckin, Lt.-Comdr.,
U.S.N.R.

U.S.S. Hercules

December 15, 1942

War Diary

Port Hueneume, Cal.

- 0-4 Loading general cargo. 0330 new pin installed on Jumbo Boom goosenecks and satisfactory test made.
- 4-8 Conditions as before. 0515. After bow spring parted. Working party called to run new line.
- 8-12 As before
- 12-24 As before

B. F. McKin, Lt. Comdr.
U.S.N.R.

December 16

Port Hueneume, Cal.

- 0-4 Loading general cargo.
- 4-8 As before.
- 8-12 As before. 1130 - 1200 S.S. Sommersdyk (#) entered harbor and moored to Pier # 2, west side, port side to.
- 12-16 As before. 1515 loaded 145 sacks of mail, including one Registered, in accordance with instructions in Ltr. 12/16/42 from Commanding Officer, A. B. D., Port Hueneume.
- 16-20 As before. 1934. Commenced taking fresh water. Draft for'd 28' - aft 28'6".
- 20-24 As before. 2230 Small cargo vessel entered and moored to Pier # 1, port side to.

B. F. McKin, Lt. Comdr., U.S.N.R.

U. S. S. Hercules

War Diary

Port Hueneume, Cal.

December 17, 1942

- 0-4 Completed taking on fresh water. Draft forward 28' 6",
aft 29'.
- 4-8 Conditions as before.
- 8-12 0940. Tested steering engine. Condition satisfactory.
1030 Commanding Officer ashore to attend convoy
conference aboard S.S. Sommeldyk, on instructions
from Comdr. Johnson, convoy commander. 1114 Con-
ference terminated.
- 12-16 1300 Captain held mast. Conditions as before.
- 16-20 As before. 1730 Completed loading cargo. Draft
forward 28' 5", aft 28' 10".
- 20-24 As before.

R. F. M. Leekie, Lt. - Comdr
U. S. N. R.

U.S.S. Hercules

December 18, 1942

War Diary

Port Hueneume, Cal.

0-4 At Port Hueneume, awaiting sailing orders.

4-8 As before.

8-12 0830 Ens. D. F. Guigley, Jr., USNR, C.B. #33 with one warrant officer, one Chief Petty Officer and 10 men came aboard for temp. duty and transportation by order of Commanding Officer C.B. #33, ltr 12/18/42
 0840 Mustered all hands at quarters - no absentees.
 0900 Secured ship for sea. 0940 Two enlisted men received aboard for temp. duty and transportation, by order Commanding Officer Acorn (Red) Three, ltr. 12/18/42. 1128 Convoy Comdr. aboard to confer with Captain. Inset - Merchant vessel (Liberty type) entered harbor and moored alongside Pier #1, portside to

12-16 1200 Civilian passenger received aboard by order Commanding Officer Acorn (Red) Three, name - Capt. M.C. Stone, Marine Supt., Noumea, New Caledonia.
 1345 Made all preparations for getting underway, Draft forward 28'02" aft 29'02". 1408 Underway for Noumea, New Caledonia in obedience to Convoy Order 12/12/42 of Commander Western Sea Frontier. Pilot Cook at Com, Captain, Executive and Navigator on the bridge, standing out of Port Hueneume harbor on various courses, conforming to channel. 1430 Pilot ashore, 1436 Secured anchors, set de-gaussing coils. Captain at com. 1500 On various courses off Port Hueneume, awaiting S.S. Tommelschly. 1550 Took departure, Anacapa Isl west tangent bearing 230°, Port Hueneume entrance 27°. Set course at 201°, commencing zig-zag plan #40. Streamed patent log. Set standard speed at 15.5 kts, approximately 80 R.P.M.
 B.F.N. Leeke, Lt. - Comdr.
 Inset - Tug "Port Hueneume" assisted in unloading. U.S.N.R.

V. S. S. Hercules

December 18, 1942

War Diary

At Sea.

16-20

As before. De-Gaussing apparatus shut down. Vessel proceeding in formation and zig-zagging according to plan # 40, Base Course 237° true. 1825 Cease zig-zag and resume mean course. 1830 Gc 220° true. 1840 Comm. Z-Z on plan # 19, Base course 220° true. Deck, Engine, Medical, and Supply divisions report all secure. at 2000.

J. Caldwell, Lt. (jg.) USNR.

20-24

As before. 2300 clocks retarded 72 minutes

POSITION 2000: LAT. 33°-22'N. LONG. 120°-05'W.

J. E. Strumm Lt. Comdr.

December 19, 1942

At Sea

0-4

Steaming on various courses in accordance with Zigzag Plan # 19, base course 220°.

B. F. M. Guckin, Lt. Comdr., USNR.

4-8 Steaming on various courses in accordance with

POSITION 0800: Zig Zag Plan # 19, base course 220°. 0750 - Cease

LAT. 30°-54'N. Zig Zag. 0800 - Gc to 230° PGC.

LONG. 122°-30'W.

J. James, Lt. USNR

8-12

0810 Comm. Z-Z on Plan # 19, Base Course 230 true.

0940 Comm. Firing Exercise - expended 4 rounds 5" structural, 15 rounds 3" struct. ammunition. 1050 Secured from Firing Exercise for structural inspection of gun mounts.

J. Caldwell, Lt. (jg.) USNR

12-16 Steaming base course 230° Zig zag plan # 19

POSITION 1200: LAT. 30°-16'N. LONG. 123°-22'W. J. E. Strumm Lt. Comdr. USNR

16-20

As before. 1605 Conway Comdr. signals: Retard clocks 20 min. at 2300"

B. F. M. Guckin Lt. Comdr. USNR

U.S.S. Hercules

December 19, 1942

War Diar

At Sea

20-24 As before. 2205 Sighted unknown vessel ϕ 265° East bound. Notified Convoy Comdr. 2300 Retarded clocks 20 min.
POSITION 2000: LAT. $29^{\circ}-00'N.$, LONG. $125^{\circ}-05'W.$ J. James, Lt., USNR
by Bfm

December 20, 1942

At Sea

0-4 Steaming in convoy on various courses conforming to zigzag Plan #19, Base Course $230^{\circ}T.$ Pumped bilges during watch
J.R. Caldwell, Lt.(j.g.) USNR
by Bfm

4-8 As before. 0325 to 0348 Pumping bilges in shaft alley.
POSITION 0800: $26^{\circ}-50'N.$, LONG. $127^{\circ}-22'W.$ F.E. Strumm, Lt. Comdr. USNR
by Bfm

8-12 As before. 0850 Wheelhouse gyro and two repeaters assumed 25° westerly error. Captain & Navigator informed. 0925 Error adjusted. 1109 Sommersdyk blew 6 short and 1 long blast and went to general quarters. 1200 Noon pos. Lat $26^{\circ}19'N.$ Long $128^{\circ}W.$
J.V. McKim, Lt. Comdr. USNR

12-16 1215 Convoy Comdr. signalled "Convoy course will be 228° ."
POSITION 1200: 1220 "Execute". Rendezvous for day after tomorrow. $18^{\circ}30'N$
LAT. $26^{\circ}-19'N.$ LONG. $137^{\circ}05'W.$ 1522 Sighted smoke on horizon bearing 200°
LONG. $128^{\circ}-00'W.$ Notified Convoy Comdr. 1550 Convoy Comdr. signalled
"Clocks to be set back 19 minutes, at 2300."
Base Course $228^{\circ}T$ 22 Plan #19. Lt. J. James USNR

16-20 As before. Vessel maneuvering according to 22 Plan #19, Base Course $228^{\circ}T$ true. The hulls and masts of three ships visible on the horizon until darkness fell. (ϕ 180° True).
Lt. (j.g.) Caldwell, USNR

20-24 As before Vessel steaming according to 22 Plan #19, Base course 228, 2109 radar increased speed to 83 R.P.M.
POSITION 2000: LAT. $25^{\circ}-00'N.$, LONG. $129^{\circ}-35'W.$ F.E. Strumm Lt. Comdr. USNR
10

U.S.S. Hercules

December 21, 1942

War Diary

At Sea

0-4 Steaming on various headings in accordance with Convoy Plan #19, base course 228°. Wind veered to East during watch, with frequent rain squalls. 0115 Blew boiler tubes.

J.M. Gucken, Lt. Comdr, USNR

4-8 0648 ceased 22 and resumed base course 228° T.

0703 Met friendly tanker approx 4 miles off port beam bound north east.

0710 Resume 22 plan 19 Base course 228° T.

POSITION 0800: LAT. 23°-00' N., LONG. 132°-02' W. St. James. #5.4.R.

8-12 As before. Base course 228°, 22 Plan #19. 0825 Cease 22 & resume mean course 0840 22 in accordance with diagram #10, B.C. 228°.

(Insert) noon pos. 22° 24' N 132° 50' W.

J. Caldwell, (St. 9.1) USNR

12-16 As before steaming on 22 plan #10 Base course 228° T

1245 a/c 227° T. 1321 reduced speed to 30 R.P.M on request from engine room 1339 increased speed to 90 R.P.M 1406 began 20 m.m.

A/A target practice 1459 decreased to 83 R.P.M.

POSITION 1200: LAT. 22°-24' N., LONG. 132°-02' W. St. E. Shuman Lt. Comdr. USNR

16-20 As before. 1612 Rec'd signal - "Time will be retarded 17 min at 2300." 1645 Rec'd signal - "Adjust mean course to 222°." 1700 c/c to 222° T (Base course - Plan #10) 1816 Commenced pumping bilges. 1921 Secured bilge pumps.

R.F.M. Gucken, Lt. Comdr. USNR

20-24 As before 2115 To 2330 pumped bilges.

2300 set clocks back 17 minutes. St. James. Lt. 4.5.4.R.

POSITION 2000: LAT. 21°-00' N., LONG. 134°-11' W.

Dec 23, 1942

0000-0400

Steam on base course 223° according
to Z-Z plan #10. R.P.M. 83
Mod N.E. wind and sea. Vessel rolling easily.
J. E. Strumm Lt. Comdr.

4-8 As before. ~~1200 Noon position 13° 39' N 141° 16' W~~
POSITION 0800: LAT. 14° 15' N., LONG. 140° 34' W. R. F. M. Jenkins, Lt. Comdr., USNR

8-12 As before, steaming on Zig Zag Plan No. 10,
base course 223° T. ¹⁰⁵⁰ Unknown ship sighted,
bearing 070° T. 1110 - incomplete challenge
transmitted by unknown ship by blivlee.
Conway Commander notified by hoist of unknown
ship and bearing.
POSITION 1200: LAT. 13° 39' N., LONG. 141° 16' W. Ernest J. Schuch, Lt. (jg) USNR

12-16 As before, steaming on Z-Z Plan #10. base course 223°
Strong N.E. winds and rough N.E. sea. Vessel
rolling easily.
J. E. Strumm

16-20 As before. Vessel sighted during forenoon watch
identified as Navy tanker Cimarron, west bound on
zigzag course. 1555 Rec'd signal from Conway Comdr.
to retard clocks 17 min. at 2300. 1820 Pumping bilges.
R. F. M. Jenkins Lt. Comdr., USNR.

20-24 As before, on Zig Zag Plan No. 10, base course
223° T. Vessel rolling easily. Ship's clocks
retarded 17 minutes at 2300.
POSITION 2000: LAT. 12° 10' N., LONG. 142° 39' W. Ernest J. Schuch, Lt. (jg) USNR

Dec 24, 1942

0000 0400 Steaming on base course 223° T Z-Z plan #10
Heavy N. Ely swell, vessel rolling easily.

H. E. Stumm Lt. Comdr.

4-8 As before. No remarks

POSITION 0800: LAT. 10°-04' N., LONG. 144°-39' W. B. D. M. Guckin, Lt. Comdr., USNR.

8-12 As before, steaming on Zig Zag Plan No. 10,
mean course 223° T. 1140 - On request of Conway
Commander, repeated to him all messages
sent to and received from Cimmarron yesterday.

POSITION 1200: LAT. 9°-23' N., LONG. 145°-21' W. Edward J. Schaub, Lt. (jg) USNR

12-16 1243 up to 220° True Z-Z plan #10
Steaming at 83° RPM. Rough N. Ely sea. Fresh
N. Ely breeze.

H. E. Stumm Lt. Comdr. USNR

16-20 As before. 1825 Severe wind & rain squalls
continuing for remainder of watch. Visibility near
zero. Conway Comdr. still in sight broad on
starboard bow when watch relieved.

POSITION 2000: LAT. 7°-54' N., LONG. 146°-36' W. B. D. M. Guckin, Lt. Comdr., USNR

20-24 As before, steaming on Zig Zag Plan No. 10,
mean course 220° T. 2015 - Engine breakdown;
temporary difficulty experienced in
maintaining Zig Zag course and speed.
2025 - Engine room reported repairs made.
2030 - Normal Zig Zag maneuvers resumed
at increased speed to regain proper
conway position. 2055 - Normal speed
resumed. Intermittent rain and poor
visibility throughout watch. 2300 - Ship's clocks
retarded 15 minutes. Edward J. Schaub, Lt. (jg) USNR 14

Dec 25, 1942.

0000-0400 Heavy rain squalls, mod rough sea
vessel rolling easily.

Course $220^{\circ}T$ 1-2 plan #10. 0336 reduced speed to 80 R.P.M.
H. E. Strumm Lt. Comdr. USNR

4-8 As before. weather clearing, barometer rising, wind
ESE. Moderate, confused sea. Pumped shaft alley bilges.
Increased to 82 R.P.M.

POSITION 0800 :- LAT. $5^{\circ}-48'N$, LONG. $148^{\circ}-17'W$.

B. M. Guckin, Lt. Comdr. USNR

8-12 As before, steaming on Zig Zag Plan No. 10,
mean course $220^{\circ}T$. 1000-Christmas church
services held.

POSITION 1200 :- LAT. $5^{\circ}-12'N$, LONG. $148^{\circ}-51'W$.

Edward J. Schwartz, Lt. (jg) USNR

12-16. 12:15 - $221^{\circ}T$ 2-2 plan #10
Strong S.E. winds, mod beam sea.

H. E. Strumm Lt. Comdr. USNR

16-20 As before. 1772 Relayed to Somelodyb three Fox
Schedule messages regarding Japanese convoy near
Solomons.

POSITION 2000 :- LAT. $3^{\circ}-46'N$, LONG. $150^{\circ}-05'W$.

B. M. Guckin, Lt. Comdr. USNR

20-24 As before, steaming on Zig Zag Plan No. 10,
mean course $221^{\circ}T$. Vessel rolling easily.

Edward J. Schwartz, Lt. (jg) USNR

Dec 26, 1942

0000-0400 Steaming on base course 221° Z-Z plan #10
vessel rolling easily.

POSITION 0800: - LAT. 1° 46' N., LONG. 152° 14' W
F. E. Strumm Lt. Comdr U.S.N.R

4-8 As before. 0640 At request of S.S. Somelso dyb. repeated
parts of messages sent during dog watch Dec. 25.

POSITION 0800: LAT. 1° 46' N., LONG. 152° 14' W.

R. J. M. Luckin, Lt. Comdr, U.S.N.R

8-12 As before, steaming on Zig Zag Plan No. 10,
mean course 221° T.

POSITION 1200: LAT. 1° 03' N., LONG. 152° 52' W.

Edward J. Schuy, Lt. (jg) USNR

12-16 12-24 aft 220° T Z-Z plan #10 83° RPM
light sea + swell.

Traditional ceremonies for crossing the line

F. E. Strumm Lt Comdr USNR

16-20 As before. 1620 Taffrail log carried away,
and was not replaced, by order of Commanding Officer.
1650 Rec'd signal "Retard Clocks 15 min. at 2300?"
1850 Commenced pumping bilges.

POSITION 2000: - LAT. 00° 24' S, LONG. 154° 05' W.

R. J. M. Luckin, Lt.-Comdr, U.S.N.R.

Insert - 1848 Crossed the Equator in Long. 153° 43' W

20-24 As before, steaming on Zig Zag Plan No. 10,
mean course 220° T. Ship's clocks
retarded 15 minutes at 2300.

Edward J. Schuy

Dec 27, 1942.

0-4 Steaming on course $220^{\circ}T$ 2-2 plan #10 at 83 RPM
Mod beam swell Twd rolling easily

F. E. Strumm

H-8 As before. 0415 Pumped shaft alley bilges.

POSITION 0800 :- LAT. $2^{\circ}-48'S$, LONG. $156^{\circ}-34'W$.

B. P. M. Luckin, Lt.-Comdr, USNR

8-12 As before, steaming on Zig Zag Plan No. 10,
true course $220^{\circ}T$. 1000- Church services
held.

POSITION 1200 :- LAT. $3^{\circ}-24'S$, LONG. $157^{\circ}-07'W$.

Edward J. Schaub, Lt. (jg) USNR

12-16 1239 up to $217^{\circ}T$ 83 RPM

Steaming on course $217^{\circ}T$ 2-2 plan #10
Mod S. Ely wind, Mod beam swell

F. E. Strumm Lt Comdr USNR

H-20 As before. No remarks

16-18 POSITION 2000 :- LAT. $4^{\circ}-59'S$, LONG. $158^{\circ}-27'W$.

B. P. M. Luckin, Lt.-Comdr, U.S.N.R.

18-20 As before, steaming on Zig Zag Plan No. 10,
mean Course $220^{\circ}T$.

Edward J. Schaub, Lt. (jg) USNR

20-24 As before No remarks

2300 Clocks retarded 16 minutes

F. E. Strumm Lt Comdr USNR

December 28, 1942

War Diary

At Sea.

- 0-4 Steaming in convoy on Base Course 220° , with 3° allowance for westerly current. Convoy plan # 10. 82 rpm. Weather clear. Sea calm. Light easterly breeze.
 W. T. M. Keenan Lt. Comdr., U.S.N.R.
 POSITION 0800 :- LAT. $7^{\circ}-19'S$, LONG. $160^{\circ}-27'W$.

- 4-8 As before, steaming on Zig Zag Plan No. 10, mean course $220^{\circ}T$.

Edmund J. Schantz, Lt. (jg) USNR

8-12

- As before on base course $220^{\circ}T$ steaming 217 to allow for westerly set. 82 RPM Small N Ely sea
 POSITION 1200 :- LAT. $8^{\circ}-00'S$, LONG. $161^{\circ}-05'W$.
 J. E. Strumm Lt. Comdr. USNR

Insert - Class in Signalling on flying bridge.

- 12-16 As before 1235 Rec'd. signal adjusting mean course to 220° with 3° allowance for westerly set. 1337 Rec'd signal to retard clocks 16 min. at 2300.
 W. T. M. Keenan, Lt. Comdr., U.S.N.R.

Insert - ¹³⁰⁰ Instruction in Navigation for junior Officers under Lt. Com. Strumm Executed crew on electric winches A.M. & P.M.

- 16-20 As before, on Zig Zag Plan No. 10, mean course $220^{\circ}T$, with 3° allowance for westerly set. 1611 - Mean course adjusted to $220^{\circ}T$. Class in Signalling on flying bridge.
 POSITION 2000 :- LAT. $9^{\circ}-33'S$, LONG. $162^{\circ}-13'W$.

Edmund J. Schantz, Lt. (jg) USNR

- 20-24 Steaming $220^{\circ}T$ 2-2 plan # 10
 2200 Retarded clocks 16 min
 Calm sea clear weather

J. E. Strumm Lt. Comdr. USNR

December 29, 1942

War Diary

At Sea.

0-4 Steaming in Convoy on various courses conforming to Plan # 10. Weather clear, sea slight, light north breeze vessel rolling easily to the swell.
B. J. M. Guckin, Lt. Comdr., U.S.N.R.

4-8 As before, steaming on Zig Zag Plan No. 10, mean course 220° T. Exercised.
Position 0800 :- LAT. $11^{\circ} 50' S$, LONG. $164^{\circ} 13' W$
E. J. Schwab, Lt. (jg) USNR

8-12 As before steaming on Z-Z plan # 10 9:2 P.M.
Variable weather ranging from Wly gale to calm with light rain. Mod swell.
Signal classes on flying bridge.
F. E. Stumm Lt. Comdr. USNR

Position 1200 :- LAT. $12^{\circ} 33' S$, LONG. $164^{\circ} 55' W$.
Insert - Exercised crew on electric winches.

12-16 As before. 1310 Adjusted Mean Course to 220° T.
1300 Instruction in navigation for Junior Officers.
1348 Rec'd following signals - Cease zigzagging and resume Mean Course together at 0045. Course will be altered to 247° at 0100. - Zigzag in accordance with diagram 10 at 0115 - Retard clocks 18 min. at 2300. - Rendezvous for 1200 Convoy time day after to-morrow - Lat. $18^{\circ} 20' S$, Long. $175^{\circ} 35' W$. - Dec. 31 will be omitted from the calendar.
1449 Target practice with balloons for 3 in .50 #12 gum.
B. J. M. Guckin, Lt. Comdr., U.S.N.R.

16-20 Steaming on Zig Zag Plan No. 10, mean course 222° T. Westerly gale with heavy rain. Visibility very poor.
Position 2000 - LAT. $13^{\circ} 58' S$, LONG. $166^{\circ} 15' W$

20-24 Steaming on Z-Z plan # 10 Base course 222° .
8:2 P.M. Heavy rain squalls, strong Wly winds. Rough sea.
F. E. Stumm Lt. Comdr. USNR 19

U.S.S. Hercules

December 30, 1942

War Diary

At Sea.

0-4 Steaming in Convoy on various courses conforming to plan #10. Base course 222° . 0045 Ceased zigzag. 0100 $\frac{1}{2}$ to 247° T. 0115 Commenced zigzag on new course, plan #10. 0130 Ran through heavy rain squalls with strong N.W. breeze. Lost contact with guide for a few minutes. Rain squalls continued at intervals, with less wind, but longer duration. Lost contact with Guide about 0330 and regained contact 0415. Was then relieved. Shaft alley belts pumped during watch.
S.P.M. Cuckin Lt. Comdr., USNR.

4-8 As before, steaming on Zig Zag Plan No. 10, mean course 247° T. Rain squalls, with weather clearing.

POSITION 0800 :- LAT. $15^{\circ} 32'S$, LONG. $168^{\circ} 35'W$.

Earl J. Schwarz, Lt. (jg) USNR

8-12 As before steaming on Z-Z plan no 10 Base course 247° T 82 P.M.
Fine clear weather, mod swell.

POSITION 1200 :- LAT. $15^{\circ} 55'S$, LONG. $169^{\circ} 32'W$

J. E. Strumm Lt. Comdr. USNR

12-16 As before. Held test firing 20mm. A/A gun #4. Rec'd signal to retard clocks 123min. at 2300, and rendezvous day after tomorrow $120^{\circ} 25'S$, Long $179^{\circ} 05'E$.
Instruction in reeving winches given crew A.M. & P.M.
" " Navigation for Junior Officers continued.

16-20 As before, steaming on Zig Zag Plan No. 10, mean course 247° T.

POSITION 2000: LAT. $16^{\circ} 42'S$, LONG. $171^{\circ} 28'W$

Earl J. Schwarz, Lt. (jg) USNR

20-24 As before steaming Z-Z. Plan 247° T Base course Z-Z. plan #10 Rainy weather visibility poor

J. E. Strumm Lt. Comdr. USNR

January 1, 1943

War Diary

At Sea

0-4 Dec. 31 omitted from the calendar due to crossing the International Date Line this day. Steaming on various courses conforming to Plan # 10, Base Course 247° T. Rain during entire watch, with southerly swell. Pumped shaft alley bilges. 0345 Ceased zigzag & resumed mean course together with Guide. 0400 c/c to 253° T.
B. P. Jenkins, Lt.-Comdr., USNR.

4-8 0400 - Course changed to 253° T. 0415 - Commenced zig zagging on Plan No. 10, mean course 253° T. 0640 - Sighted land, Fanning Tai, bearing 236° T. POSITION 0800 - LAT. 17°-56'S, LONG. 174°-16'W
E. J. Schramm, Lt. (jg) USNR

8-12 Course 253° T, 0900 c/c to 246° T. 0915 commenced Z-2 Plan # 10 base course 246°. Heavy rain squalls. Mod variable winds. Mod. Nly swell. POSITION 1200 - LAT. 18°-17'S, LONG. 175°-14'W.
H. E. Stumm, Lt. Comdr. USNR

12-16 As before. At 1235 c/c to 248° T. 1335 Rec'd signal "Reindeerwous for day after to-morrow 1200 convoy time is L 22°-30'S Long. 173°-05'E." 1509 Rec'd signal to retard clocks 22 min. at 2300. 1517 Rec'd signal "Intend to heave to." From subsequent action of convoy Commander, this signal should have read "Cease zigzag and resume mean course together." 1455 Sighted large passenger vessel on horizon to northward east bound. Rough confused sea with heavy N.W. ground swell and strong surface breeze from N.E. Ship's roll did some damage in galley & mess hall.
B. P. Jenkins, Lt.-Comdr., USNR.

16-20 Proceeding on mean course $248^{\circ}T$.
1611- Tractor in No. 3 hold reported adrift and transiting dangerously with roll of ship. Hove to for purpose of securing cargo, and notified Convoy Commander.
1640- Convoy Commander signalled to report when ready to proceed. 1755- Cargo reported secure. 1756- Full speed ahead at 50 R.P.M. on course $244^{\circ}T$. as advised by Convoy Commander. 1837- Port-toms in No. 5 hatch reported adrift and efforts being made to secure same.
1930- Hove to because of excessive rolling of ship and danger to cargo.
1950- Cargo reported temporarily secure. Extent of damage to cargo unknown. Complete damage to ship unascertained, but degaussing coil in No. 3 hold, lower tween deck, between frames 60 and 64, crushed by heavy rolling of bulldozers against same. Moderate northeast gale with rough and very confused sea; heavy north - west-ward swells; vessel laboring excessively throughout watch. Barometer - 29.42.
POSITION 2000 - LAT. $15^{\circ}-42'S$, LONG. $176^{\circ}-28'W$.

Edward J. Schaub, Lt. (jg) USNR

20-24 Vessel hove to 000. 38 RPM. Capt in charge on bridge. Vessel rolling and pitching heavily shipping water. N.E. storm force 11, heavy rly sea. Cargo in #3 hold adrift, three steam roller brake loose causing minor damage Lt Janus and ship's force making efforts to secure same.

J. E. Strumm Lt. Comdr. USNR

Jan. 2, 1943

U.S.S. Hercules

At Sea

War Diary

0-4 Hove to, with barometer 29.52 and falling. Winds of hurricane force from ENE and heavy swell continuing from N by W. Heavy confused sea. Ship heading about North. Lost contact with guide ship as darkness fell. Lost one 27-ton landing barge overboard, and narrowly escaped serious injury to personnel due to tractors, gasoline drums and pontoons adrift in various holds.

D. W. Luckert Lt. Comdr. USNR

4-8 Hove to on various headings between 340° and 000° T., at 40 R.P.M. Strong northerly gale, about force 8. Intermittent heavy rain. Ship rolling and pitching with swells, and taking sea over bow.

POSITION 0800 - LAT. 18°-50'S, LONG. 176°-20' W

Edward J. Schaub, Lt. (jg) USNR

8-12 Hove to on various courses heading between 340° and 000° T. at 40 R.P.M. Full Nly gale abating to strong gale. Rough sea.

POSITION 1200 - LAT. 18°-47'S, LONG. 176°-21' W

H. E. Stumm Lt. Comdr. USNR

~~12-16~~

12-16 As before. Hove to on heading 340° T. Barometer rising slowly, wind N.W. Wind and sea abating very gradually with recurrent squalls. 1322 changed heading to 335° T. Forepeak inspected by 1st Lieut. and found dry. Bilges sounded by Carpenter's Mate and reported several inches of water in Nos. 1, 2, & 6. 1st Lieut. secured cargo in #305 holds.

D. W. Luckert Lt. Comdr. USNR

16-20 As before, on heading 335° T., engine turning 35 R.P.M. Wind and sea decreasing; swells becoming gentler. Barometer rising slowly.

POSITION 2000 - LAT. 18°-09'S LONG. 176°-20' W

Edward J. Schaub, Lt. (jg) USNR

Jan 2

2000-2400 Vessel hove to on course $335^{\circ}T$ at 35 RPM
Weather moderating Mod Ely wind and
Sea.
2100 $218^{\circ}T$ increased speed to 80 R.P.M

H. E. Strumm Lt. Comdr. USNR

January 3, 1943

USS Hercules

war diary

At Sea.

0-4. Steaming on course $218^{\circ}T$ at 80 rpm. weather clear, wind West, sea lumpy. Low Barometer reading during storm was 29.42 at 0500-0600 Jan 2 High since that time 29.71 at 2200 Jan. 2. 0400 Jan. 3, 29.63. Pumped shaft alley bilge and secured gate to port gangway, which had come adrift.
 R. F. M. Tucker, Lt.-Comdr., U.S. NR.

4-8 Steaming on course $218^{\circ}T$. at 80 R.P.M.
 0500 - Changed course to $265^{\circ}T$, 90 R.P.M.
 0640 - Sighted Vatoa or Tutuila Island, bearing 205°
 0730 - Sighted AT 73, bearing 285° ;
 & changed identification signals with her.
 0740 - Changed course to $261^{\circ}T$.

POSITION 0800: - LAT. $19^{\circ}33'S$ LONG. $178^{\circ}26'W$

Edw. J. Schuch, Lt. (jg) USNR

0800-1200 Steaming at 90 R.P.M. on Course $261^{\circ}T$
 Clear weather light breeze Mod. swell, vessel rolling easily; 1200 reduced speed to 75 R.P.M.
 Z-2 on plan 11 Base course $261^{\circ}T$. Tentative survey of damage to ship & cargo on & in #3 hatch by Exec. & 1st Lieut. Fred E. Stumm Lt. Comdr. USNR
 POSITION 1200: - LAT. $19^{\circ}42'S$. LONG. $179^{\circ}37'W$

12-16 - As before. Matuku Isl. (Fiji) bearing 325° at 1306.
 R. F. M. Tucker, Lt.-Comdr., U.S. NR

16-18 - Steaming on Zig Zag Plan No. 11, mean course $261^{\circ}T$, 75 R.P.M. 1620 - Ceased Zig Zag and resumed mean course.
 1630 - Changed mean course to $244^{\circ}T$ and commenced Zig Zag on Plan No. 11.
 Edw. J. Schuch, Lt. (jg) USNR

POSITION 2000: - LAT. $20^{\circ}11'S$, LONG. $178^{\circ}48'E$

18-20 Steaming at 75 R.P.M. on Base course $244^{\circ}T$, Z-2 Plan #11
 1930 ceased Z-Z. Steaming on course $244^{\circ}T$

F. E. Stumm Lt. Comdr. USNR

Jan-3 (Cont.)

20-24 As before. Pumped bilges & blew boiler tubes.

2300 Retarded all clocks 20 minutes.

2400 Partly overcast. Barometer 29.80. Sea calm, occasional southerly swell.

B. M. McKee, Lt.-Comdr., U.S.N.R.

January 4, 1943.

0-4 Steaming on Course $244^{\circ}T$, at 75 R.P.M.
Ship rolling gently to southeasterly swells.
Edward J. Schenck, Lt. (jg) USNR

0400-0800 Steaming at 75 R.P.M. Base course $244^{\circ}T$
at 0500 commenced Z-2 on plan #11
Passing squalls of mod intensity
Mod Ely sea and swell

POSITION 0800: LAT. $21-22'S$, LONG. $176-02'E$
F. E. Strumm Lt. Comdr. USNR

8-12 As before. 0815 exercised Bridge crew at flag-
hoist drill. Strong SSE breeze with squalls. Mod-
erately rough sea. 0900 Ceased Z/Z. Resumed main course

POSITION 1200: LAT. $21^{\circ}44'S$, LONG. $175^{\circ}10'E$
B. J. M. Kukeris, Lt. Comdr., USNR

12-16 Steaming at 75 R.P.M. on course $244^{\circ}T$.
1212 - Changed course to $240^{\circ}T$. 1216 - Re-
tarded speed to 65 R.P.M. Vessel rolling
moderately to S.E. swell. 1535 - Changed
course to $190^{\circ}T$.

Edward J. Schenck, Lt. (jg) USNR

16-20 Steaming at 65 R.P.M. on course of $190^{\circ}T$
Fresh S.E.ly wind, Mod. rough S.E. sea & swell

POSITION 2000: LAT. $22^{\circ}-57'S$, LONG. $174^{\circ}-22'E$.
F. E. Strumm Lt. Comdr. USNR

20-24 Conditions as before. 2030 Cp to $267^{\circ}T$ and in-
creased speed to 75 r.p.m. Sea slight. Weather
clear. Wind SSE moderate breeze. Bar. 29.94 in.
Pumping bilges.

B. J. M. Kukeris, Lt. Comdr., USNR

January 5, 1943.

~~12~~ 4 Steaming on Course 267° T. at 75 R.P.M.
Weather clear. 0350. Radio room reported
hearing indications that craft of some
kind may be within twenty mile radius.
Edward J. Schuchy, Lt. (jg) USNR

0400-0800 Steaming at 75 RPM, 267° T. 0622 a/c 263° T
0524 Hunter Island bear 015° T about 30 mi off.
Clear weather Mod S.E. by wind and sea.
POSITION 0800: LAT. 22°-54'S, LONG. 171°-21'E.
H. E. Strumm Lt. Comdr. U.S.N.R.

8-12 Conditions as before. Exercised crew at semaphore
and gun drill.
POSITION 1200: LAT. 23°-01'S, LONG. 170°-23'E.
B. J. M. Leekin, Lt. - Comdr., U.S.N.R.

12-16 As before, steaming on course 263° T., at
75 R.P.M. 1355. Sighted small unidentified
vessel, resembling a minesweeper, on the
horizon bearing 320°. No signals exchanged.
Edward J. Schuchy, Lt. (jg) USNR

16-20 Steaming at 75 RPM on course 263° T
1812 reduced speed to 64 R.P.M.
Mod S.E. by small vessel rolling easily
POSITION 2000: LAT. 23°-25'S, LONG. 168°-10'E
H. E. Strumm Lt. Comdr. USNR

20-24 Conditions as before. 2058 a/c to 270°. Weather clear. Sea
calm. Light easterly breeze. Bar. 30.04 inches. Pumped
bilges. 2300 Retarded clocks 20 mi.
B. J. M. Leekin

January 6, 1943.

At Sea

0-4 As before, steaming on Course 270° T., at 64 R.P.M. 0200 - Reduced to 50 R.P.M. 0355 - Changed course to 000° T.

Edward J. Schwarzky, Lt. (jg) USNR

0400-0800 Steaming on course 000° T at 50 RPM, 0500 increased to 85 RPM

0658 Bulari Passage Lt. M. sighted bear 355° T

0704 up 350° T 0730 Capt coming on various course.

POSITION 0800: LAT. 22°-34'S., LONG. 166°-24'E.

J. E. Stumm Lt. Comdr. USNR

8-12 As before. 0813 Arrived off Bulari N.W. Passage, entrance to Noumea, New Caledonia. 0825 French Pilot, Vincent Gap, aboard to guide ship past mine field. 0900 Rounded ^{Armedee} Bulari Light; pilot away. Steaming up Noumea roadstead on various courses conforming to channel, in wake of S.S. Somelsdyk, which rejoined Hercules just west of Bulari Light. 1052. Dropped anchor in ^{Dumper Bay} ~~French Bay~~ in 9.8 fathoms with 45 fathoms chain outside. Anchorage Berth #3, beacon "O" bearing 135°, beacon "I" bearing 153°.

A. F. M. Guckin, Lt. Comdr. USNR

12-16 1245 Captain Stone, Marine Supt. Noumea for War Shipping Administration, departed. Commanding Officer left ship on official visit to Convoy Commander on board S.S. Somelsdyk. 1250 Lt. Comdr. Leavens and Medical Officer from Port Director's Office aboard.

16-20 1700 Rec'd despatch from Port Director ordering Hercules to shift berth at 0530 Jan. 7. 1830 Rec'd despatch ordering Hercules to Venus Bay at 0530 Jan. 7.

20-24 Conditions as before. No remarks

A. F. M. Guckin, Lt. Comdr. USNR

Jan. 7, 1943

U.S.S. Hercules (AK41)

P 584
Noumea

War Diary

New Caledonia

Next higher echelon - Com 12 - Western Sea Frontier.

0-4 At anchor, berth 43, Dumbéa Bay.

4-8

0500 French pilot Ritubaud aboard. Made preparations to get underway. 0535 Underway to shift berth. Captain on bridge, pilot at conn. Steaming on various courses conforming to channel. 0725 Anchored Ueno Bay, 60 fathoms of chain in the water, in 8 1/2 fathoms riding to the port anchor. Wind fresh east-erly, bar. 29.92, weather overcast. 0743 Pilot away.
R. J. M. Tucker, Lt.-Comdr., U.S.N.R.

Reg. No. 47106
R.S. No.

8-12

As before: Anchorage bearings as follows -
Mt. Mone 12.5 p-g.c. Tuo Isl. 64°, Tangent Ngea Isl 176.5. 0827 Commanding Officer ashore to report to Port Director.

12-16

As before. Working party of stevedores from S.S. Somersdyk aboard in charge of several officers commenced unloading artillery lighters. 1325. Barometer falling steadily. Veered 15 fathoms of chain to port anchor. Increasing southeast wind with occasional rain. Hurricane warning rec'd from Port Director for 2400 this date.

16-20

As before. 1725 Made preparations to get underway to safer anchorage. 1745 Commenced heaving. 1757 Underway to Bulari Bay. 1825 Anchored Bulari Bay in 10 fathoms with 90 fathoms chain to the port anchor. True ~~Race~~ bearing 281° p-g.c., Charvon Isl. 130°, Tangent to Ueno Isl. 230°.

20-24

As before. Barometer falling slowly. Rain Squalls
R. J. M. Tucker, Lt.-Comdr., USNR

2

Jan. 8, 1943

U. S. S. Hercules
War Diary

Noumea, New Caledonia

- 0-4. At anchor, Bulari Bay. Wind E.N.E. S.S. Sommelodyk on port beam, distant about 1500 yds. 0300 - 0400 Barometer reached 29.68.
- 4-8 As before. 0600 wind shifted to WSW and decreasing to light airs. 0800 Barometer rose to 29.73.
- 8-12 0900 Sommelodyk underway to Uemo Bay. 0945 made preparations to get underway. 1010 Underway to Uemo Bay (known as Magenta). 1040. Dropped anchor in Uemo Bay in 8 1/2 fathoms, with 60 fathoms of chain to the port anchor, True Isl ϕ 81°, Charbon Isl ϕ 114°, Tangent to Ngea Isl ϕ 183° all p.g.c.
- 12-16 Conditions as before. 1230 Exercised crew at pulling-boat drill for three hours, using both life-boats. Deck-load being discharged by 33rd C.B. from Sommelodyk, in charge of Lt. Rebnowitz. Work proceeding day and night.
- 16-20 Conditions as before. 1930 Chief Officer, S.S. Sommelodyk aboard to report his vessel lying against a reef on the port side. Soundings showed 3 fathoms on that side with 7-6 fathoms under the keel elsewhere.
- 20-24 As before. 2030 Sommelodyk shifted to deeper water Southeast of Hercules distant 500 yds.
- (Insert) 1900 Comdr. Johnson, Commanding Acorn 3, called on Captain.
R. T. M. Tucker, Lt. Comdr., U.S.N.R.

U.S.S. Hercules

War Diary

At anchor.
Uemo Bay.

January 9, 1943

New Caledonia.

0 - 4 Discharging cargo. Weather clear. Sea calm.
Barometer falling. Reached 29.58 at 0400.

4 - 8 0730 Made preparations to get underway to
shift berth.

8 - 12 0801 Underway on various courses in Uemo Bay.
0900 Dropped anchor in $7\frac{1}{2}$ fathoms with 60
fathoms of chain to the port anchor. Mont 5'0r
heats @ 79° p.g.c., Amédée Isl. 186° 1120. Weather
Clear wind ~~NW~~ force 5, Sommelsdyk bearing
 320° , distant 300 yds. 1140 Captain left ship for con-
ference aboard Sommelsdyk.

12 - 24 Conditions as before. 1500 Captain returned aboard.
Weather partly overcast with recurring rain-
squalls.

B. F. M. Jenkins, Lt.-Comdr., U.S.N.R.

U.S.S. Hercules
War Diary

January 10, 1943

At Anchor,

Memo Bay, New Caledonia.

0-12 C.B. # 33 unloading cargo, constructing pontoon lighters, etc. work continuing 24 hours per day. 1000 Divine Service on Boat Deck conducted by Ena. Gulbenk. Weather partly overcast. Wind westerly, force 2. Bar. at 1000 29.79.

12-24 Conditions as before. No remarks.

B. F. M. Gulbenk, Lt.-Com. U.S.N.R.

January 11, 1943

U.S.S. Hercules
Deck Diary

At anchor
Memo Bay, New Caledonia.

- 0-12 At anchor in Memo Bay, discharging cargo for C 13 # 33. Weather clear, wind ^{south} easterly, force 2. No remarks. Crew commenced painting stacks, weather decks and deck gear.
- 12-24 1245 Made preparations to get underway to shift berth, to allow Sommeldy's more room to swing. 1306 Underway, heading SSE. 1317 Dropped anchor in 8½ fathoms with 60 fathoms of chain to the port anchor. Mont d'Or $\phi 78^\circ$, East tangent Ile n'gee $\phi 185^\circ$ p.g.c., Sommeldy's distant 490 yds.
B. M. Wilson, Lt.-Com. U.S.N.R.

January 12

- 0-12 Discharging cargo as before. No remarks. Weather clear. Wind Southeast, force 3. Bar 30 in.
- 12-24 1215 Comdr. Johnson and Capt. Kooy of S.S. Sommeldy's aboard for lunch and conference regarding unloading. Comdr. Johnson, C.O. of Adorn # 13, stated he would welcome any assistance from Hercules toward speedy discharge of cargo. Crew painting weather decks and stacks.

January 13, 1943

At anchor

Memo Bay

0-12 Discharging Cargo for CB # 33 and Acorn 3. Total discharged this date only 88 tons, due to rough weather, landing barge breakdowns, and inefficient supervision.

12-24 As before. weather clear. Wind SE, force 4 choppy sea. Painting stacks and decks continued.

January 14

0-12 Unloaded 130 tons this date, from various holds. weather fine, wind variable, settling in SE about 1100, force 2. Primitive landing facilities inadequate to handle cargo ashore. Only one crane on landing. Making efforts to secure another.

12-24 Conditions as before. 1300 Navigator and Asst. Navigator surveying the Bay and sounding for safe anchorage nearer the landing. Ship distant about 0.9 miles at present. 1330 Exercised gun crew at loading drill. Painting on decks continued A.M. & P.M.

U. S. S. Hercules

War Diary

January 15, 1943

At Anchor

Memo Bay

- 0-12 Discharging general cargo. ⁰²³⁰ E. B. working party commenced unloading from #3 & #7 holds. 0510 Pontoon barge away loaded with tractors, 48 1/2 tons in all. 0555 Second pontoon barge away with 43 1/2 tons pipe and gasoline. Artillery lighter with 20 tons cable, bulldozers and road rollers alongside with engine breakdown. Hercules detail making repairs. 0800 Lighter completed repairs and departed. 1000 Artillery lighter alongside to load truck, jeep, lumber and crates from #3 hold. 1058 Lighter away with 10 tons cargo and Hercules machinist's mate aboard to repair generator. Navigator and Assistant continuing survey and soundings of western portion, Memo Bay.

- 12-24 1230 Pontoon barge away with 48 tons gasoline, diesel oil, and pipe. Pontoon barge from shore alongside port bow to load from #1 hold. 1530 Artillery lighter on port quarter to load gasoline drums. 1600 Pontoon barge away with 75 tons miscellaneous cargo - truck, jeep, crane booms, laths, etc. 1800 Artillery lighter away with 16 tons gasoline drums. Total cargo unloaded this date - 211 tons.

B. J. McKin, Lt. Cdr., USN.R.

U.S.S. Hercules
War Diary

January 16, 1943

At Anchor
Hemo Bay

0-12 0300 Pontoon barge away with 37 tons heavy machinery. 0330 Artillery lighter away with 16 tons gasoline drums. 0720 Pontoon barge away with 40 tons heavy machinery. Hercules crew chipping and painting bridge and flying bridge.

12-24 1230 Artillery lighter loading sundry cargo from #1 hatch. 1245-1315 Two radio messages received from Noumea addressed "All Ships", alerting for unidentified planes bearing 246°, and approaching Noumea. No further message received. 1330 Lighter departed with 16 ton load. 1430 Pontoon barge alongside #3 hatch and loaded three bulldozers, total weight 54 tons. 1630 A second pontoon barge alongside #1 hatch loading. Two cranes now appear to be in operation on landing. 1730 Pontoon barge with bulldozers departed. 2315 Pontoon barge away with 27 tons miscellaneous from #1 hatch. Total discharged this date - 190 tons. Pontoon barge alongside #3 with three crates consigned to Lt. Rabnowitz, unloading officer, by order C. O. Acorn #3.
B. F. M. Jenkins, Lt. Comdr., USN-R.

U.S.S. Hercules

War Diary

January 17, 1943

At Anchor
Memo Bay

0-12 Discharging cargo for Acorn 3. 0115 Pontoon barge away with 54 tons bulldozers. 0730 Message received from docks reporting three lighters and barges with engine breakdown. 0830 Pontoon barge alongside port quarter to load from # 6 hatch. 0850 Artillery lighter on port bow to load from # 1. 1115 Pontoon barge away with 20 tons - reconnaissance cars, trucks and misc. weather partly cloudy, wind NE force 3-4.

12-24 Conditions as before. 1235 Artillery lighter away with 8 tons misc. from #1 hatch. Pontoon barges alongside # 6 and # 3 to load. Conditions ashore considerably improved as far as discharge of lighters is concerned. 1340 Pontoon barge away with 26 tons, trucks, reconnaissance cars & misc. 1445 Pontoon barge away with 51 tons bulldozers from #3 hatch. 13 views secured. Total unloaded this date 159 tons. 1730 Pontoon barge alongside # 3 hold and loaded three bulldozers. 1950 Departed. Total for day 210 tons.
B. W. Jenkins, Lt.-Cdr., U.S.N.R.

U.S.S. Hercules
War Diary

January 18, 1943

At Anchor
Hemo Bay.

0-12 Discharging cargo for Acorn #3. Total dis-
~~12-24~~ charged January 7 to 17 inclusive - 1492 tons,
approx. 0110 Pontoon barge away with 23 1/2
tons. 0240 Pontoon barge away with 29 tons.
0300 Artillery lighter away with 16 1/2 tons. 1110
12-24 Pontoon barge away with 30 tons. 1337 Pontoon
barge away with 46 1/2 tons. 1317 Artillery barge
away with 9 tons lumber & gasoline from #7. 1600
Pontoon barge with two bulldozers and one truck
and jeep, 26 tons. 2313 Pontoon barge away with ²⁵ tons
pontoon strings, ice machine & misc. from #5 hatch.
Total this date - 231 tons.

January 19

0-12 0100 Artillery lighter away with 9 1/2 tons fuel drums
from #1 hatch. 0435 Pontoon barge away with 47 1/2
tons from #7. 1045 Pontoon barge away with 48 1/2
12-24 tons gasoline from #1. 1420 Pontoon barge away
with 24 tons heavy equipment from #3 hatch.
1552 Artillery lighter away with 16 tons gasoline.
Total this date 145 tons. Apparently some stoppage
ashore.

B. J. M. Luckin, Lt.-Cdr., U.S.N.R.

U. S. S. Hercules
War Diary

January 20, 1943

At anchor
Nemo Bay

0-12 At anchor Nemo Bay, New Caledonia, to discharge cargo for Acorn #3. weather overcast, squally. Wind SE force 5. Sea mod. rough, too rough for artillery lighters to come alongside. 0600 Pontoon barge away with $36\frac{1}{2}$ tons gasoline from #1 hatch, the only barge to leave the ship from 1552 on Jan 19 to 1530 Jan. 20. 1130 Sent visual message to C.O. 33rd Batt. requesting explanation for lack of unloading equipment. 1200 Sent similar message to C.O. Acorn #3.

12-24 1400 (approx.) Rec'd. reply from C.O. 33rd Batt. to the effect that four barges were out of order and sea too heavy for successful operation. Nevertheless two pontoon barges came alongside to unload. 1530 One barge away with two carry-alls and lumber - $14\frac{1}{2}$ tons. 1600 Second barge away with 18 pontoon elements and lumber - $31\frac{1}{2}$ Total this date $82\frac{1}{2}$ tons.

R. T. M. McKin, Lt.-Col., USNR

January 21, 1943

0-12 1030 Pontoon barge away with 47 tons lumber & carry-alls from #3 hatch. 1115 Pontoon barge away with $33\frac{1}{2}$ tons rope, lumber and pontoon elements from #5. Total $80\frac{1}{2}$ tons. Sea too rough for safe operations after noon and until 0500 Jan. 22.

12-24 Conditions as before. No remarks.

R. T. M. McKin, Lt.-Col., USNR

Note: In the opinion of the writer this bay is very badly adapted for cargo operations, at least at this season. It is open to southeasterly winds and the prevailing Southeast trades create a short, steep sea which makes unloading difficult and dangerous on pontoons and impossible on smaller lighters. A large part of each day is therefore wasted.

U.S.S. Hercules
War Diary

January 22, 1943

At anchor
Hemo Bay

0-12 One barge alongside starboard bow, discharging from #2. 1042 Barge away with 34 tons. Rough sea, wind SE force 5, overcast & squally.

12-24 1530 Pontoon barge alongside loading from #6. Conditions very bad! Strong SE breeze and rough sea for small vessels. 1700 Barge away with 22 tons.
B. T. M. Gubins, Lt.-Cdr., U.S.N.R.

January 23, 1943

0-12 weather clear, sea calm, wind SE force 2
0825 Landing barge away with 10 tons from #6 hold.
0915 Pontoon barge away with 50 1/2 tons pontoon elements from #2. 1015 Pontoon barge away with 49 tons fuel from #5 hatch. 1140 Artillery lighter with 19 1/2 tons fuel & lumber from #1.

12-24 1835 Pontoon barge away with 48 ^{tons} ~~gall~~ gasohol
2020 Landing barge away with 14 1/2 tons gasohol
2330 " " " " 14 1/2 " "
Insert (1400 Landing barge away with 4 tons gasohol)
Total this date 210 tons.
B. T. M. Gubins, Lt.-Cdr., U.S.N.R.

U.S.S. Hercules
War Diary

January 24, 1943

At anchor
Hemo Bay

0-12 weather clear, sea calm, wind NE force 1.
0300 Pontoon barge away with 50 tons fuel
from #5 hatch. 0945 Pontoon barge away with
36 tons from #2 hatch. 0958 Artillery barge
away with 16 tons from #5. 1200 Draft for-
ward 22' 10", aft 24'.

12-24 1625 Artillery lighter away with 16 1/2 tons fuel.
1645 Pontoon barge with 28 1/2 tons miscellaneous.
2345 Artillery lighter away with 15 tons fuel from
#5 hatch. Total this date, 162 tons.
B. F. M. Jenkins, Lt. Cdr., USN-R.

January 25, 1943

0-12 weather clear, sea choppy, wind East, force 4.
Some indications of coming blow. High curvies and
mare's tails. 0410 Artillery lighter away with 15
tons fuel. 0612 Pontoon barge away with 50 tons
fuel. 1000 S.S. Sommelrigh, Capt. A. Kooy, under-
way and stood out of Hemo Bay, with exchange
of salutes. 1040 Pontoon barge away with 43
tons misc. & fuel from #2. 1300 Pontoon barge
away with 35 tons fuel & misc. from #6. 1345
Pontoon barge away with 34 tons misc. & fuel
from #2. 1413 Pontoon barge away with 49 tons
fuel from #6. Total 226 tons. Construction
battalion secured operations at 1400, in spite of
fine weather and slight sea, leaving three crews
idle aboard Hercules.

B. F. M. Jenkins, Lt. Cdr., USN-R

U.S.S. Hercules

War Diary

January 26, 1943

At anchor
Memo Bay

0-4 0050 Barge away with 28 tons lumber from #3.
0218 " " " 50 " gasoline " #5

4-8 0430 Barge away with 42 tons gas & misc from #7
0430 Turbines commenced warming up, prepara-
tory to getting underway to shift anchorage. 0530
Made all preparations for getting underway. 0613
Barge away with 47 tons gas & lumber from #1. 0620
Barge away with 32 tons gasoline from #5. 0630
Commenced heaving up anchor. 0636 Underway to
shift anchorage further inshore. Steering various
courses conforming to channel. Captain at conn,
Exec. & Navigator on the bridge. 0700 Anchored
in 7 fathoms with 60 fathoms chain in the water,
riding to the port anchor. Porcupine Isl. bearing
 $123^{\circ} T$, S. tangent Tue Isl $94^{\circ} T$, Charvon Isl $115^{\circ} T$.
0736 Secured focsle & finished with engines.

8-12 Conditions as before. 1025 Pontoon barge away
with 28 tons gasoline from #7. Commanding
Officer and Executive conferred with C.O. 33rd Con-
struction Batt. to discuss speeding the discharge
of cargo by increasing the number of crews
and the hours of work. Dock area has been en-
larged, graded and improved. 1125 Barge away
with 33 tons gas & lumber from Nos. 5 & 7 holds.
1130 Barge away with 40 tons fuel & misc. from #2.

12 to 24 1250 Barge away with 14 tons aviation gas from #1
1605 " " " 26 tons " " #7
2145 " " " 37 tons gas & lumber " #2
2310 " " " 26 tons gasoline " #7
Total this date 403 tons

D. F. M. Luckin, Lt.-Cmdr., USN-R.

U.S.S. Hercules
War Diary

January 27-1943

Memo Bay
At anchor.

0-12 Discharging general cargo for Acorn unit #3. Additional C. B. crew of 51 men aboard, making a total of 100. Heavy rain and wind prevented unloading after midnight and until approx. 0600.
0640 Barge away with 31 tons Diesel oil from #2
1005 " " " " 29 " gasoline " #7
1105 " " " " 32 " " " #1

12-24 Conditions as before - weather squally or overcast - wind SE force 4 to 6 - sea rough - unloading conditions poor. 1300 Barge away with 50 tons airfield steel planking from #7 hatch. 1400 Barge away with 55 tons steel planking from #3. 1405 Barge adrift with engine dead. Dispatched two motor whaleboats to tow barge to landing. 1420 Operation successfully completed and barge tied up at dock. 1435 Barge away with 50 tons steel planking from #6 hatch. 1925 Barge away with 45 1/2 tons steel planking from #6. 2018 Barge took 43 tons of the same from #6. 2020 Barge took 45 1/2 tons from #3. 2237 Barge away with 46 tons from #6. Total this date - 427 tons.
B. T. M. Rubin, Lt. Cdr., U.S.N.R.

January 28, 19

At Anchor, Uemo Bay.

U.S.S. Hercules

War Diary

0-12 Discharging cargo for Acorn unit #3. War-
rant Officer Davis in charge, Lt. Rabnowitz
having been relieved under orders to construct
another dock ashore. 0009 Pontoon barge away
with 40 tons airfield steel planking from #3 hatch.
Frequent severe rain & wind squalls during the
night prevented further operations

12-24 1215 Pontoon barge away with 10 tons plank-
ing after carrying away two mooring lines
1340 Barge away with 38 tons planking from
#6 hatch. 1500 #55 Alcoa Pennant stood in and
anchored distant 800 yds., bearing 155° T. 1550
Barge away with 21 tons planking from #6,
carrying away mooring lines. Operations se-
sured due to high seas and S.E. wind force 7.
Total this date 109 tons.

B. M. Jursin, Lt.-Com., U.S.N.R.

January 29, 1943

At Anchor
Memo Bay

0-12 weather partly overcast. Wind S.E. force 6. Conditions unfavorable. Impossible to work cargo until 1100.

12-24 1215 Barge away with 38 tons plumbing from # 6
 1225 " " " 48 " " " # 3
 1615 " " " 41 " " " # 3
 1915 " " " 46 " " " # 6

One barge reported ashore since Jan. 28 P.M. with three men, due to loss of propeller. Men taken off this date and barge on rocks west of "geard" sl.

2320 Barge away with 45 tons plumbing from # 3

2100 Intercepted plain English message from Patrol Squadron 294 in urgent need of air support 25 mi. S. of Kotiula Pt. (Guadalcanal).

Total unloaded this date 218 tons

January 30, 1943

Memo Bay

0-12 0115 Barge away with 49 tons plumbing from # 6

0500 " " " 16 " misc. " # 2

0730 " " " 46 " plumbing " # 3

0930 Captain & Executive ashore to confer with Co. ~~3rd~~ Acorn #3 concerning condition of equipment. Of 4 pontoon barges and 3 tank lighters in the water and 2 pontoon units massed ashore, Hercules is only allowed two pontoons for unloading. The 3 tank lighters have engine trouble and no concerted effort is made to repair them. Of the 2 pontoons, one is in the outer harbor with propeller trouble, having been sent on a 30 mi. trip for ironwood ⁱⁿ the worst weather since arrival. The other is beached to land an airplane and will be used to get two further planes from Noumea dock, about 15 mi. distant. No effort is being made to assemble the two pontoons at the landing. Weather clear, S.E. wind force 3, 18 sea slight. ~~075~~ 1108 Barge away with 41 tons

January 30 (cont.)

misc. from #2 hold.

12-24	1225	Barge away with 25 tons aviation gas.	#7
	1855	" " " 31 " " "	#1
	2222	" " " 45 " 70 octane "	#2
	2345	lighter " " 16 " " "	#2

total this date 269 tons. Hercules detail worked from approx. noon to midnight on artillery lighter motors and all three are reported in working order. One came alongside at 2230.

B. F. M. Suckin, Lt. Cdr., U.S.N.R.

January 31, 1943

At Anchor
Ueno Bay

0-12 weather overcast, sea calm, wind S.E. force 2.

0210 Barge away with 15 tons steel planking from #7 hold.

0310 " " " 50 " 70 oct. gasoline " #2 "

0400 " " " 15 " " " " #2 "

0455 " " " 51 " aviation " " #7 "

0845 " " " 15 " gas & lumber " #1 & 2 "

1030 " " " 60 " steel planking " #3 "

(Insert) 0025 " " " 34 " aviation gas " #7 "

1000 Swivel under jumbo boom blocks parted, dropping 10 tons steel planking from top to bottom of #3 hold. Capt. appointed board consisting of Lt.-Cdr. Stramm, Lt.-Cdr. Miller, Lt. James & Mack. Brooks to examine and report on damage if any.

British floating crane alongside Alva Pennant to shift deck cargo.

C.B. Pontoon barge towed in from outer harbor by aux. sloop with load of ironwood and casualty to propeller shaft.

Hercules engine room force worked until 0400 on artillery lighters. All three now operating. Two alongside loading at 1100. 1155 lighter away with 14 tons steel planking from #3 hold

January 31 (cont.)

12-24. Conditions as before. Weather overcast, wind S.E. force 4, sea mod. rough. 1217 Lighter away with 16 tons aviation gas from #1 hold. 1510 Alco Pen-
nant weighed anchor and stood out, having discharged 90 tons cargo, including bulldozers, trucks and misc. 1615 Barge away with 30 tons steel planking from #7. 1625 Barge away with 46 tons from #3 hatch. 1800. Commanding Officer sent following message to Magenta Dock -
"Officer-in-Charge - You must have all available means of transportation alongside my ship by mid-night to-night. This includes all the Artillery lighters. The weather is fine between midnight and noon and we can make progress on the discharge of our cargo if you will give us a little cooperation. We are ready and prepared to service your lighters and to keep them running if you will let us know what is required. I shall ask you to give me an explanation for the reason in the delay of my cargo discharge. We have lost a great deal of valuable time. This message is part of my permanent record."

Above message made a part of the War Diary by order of the Commanding Officer.

2000	Barge	away	with	45	tons	planking	from	#7
2130	"	"	"	55	"	"	"	#3
2325	"	"	"	38	"	gasoline	"	#1
2340	"	"	"	50	"	planking	"	#7

Total unloaded this date 554 tons.

U.S.S. Hercules (AK41)

War Diary

February 1, 1943

At Anchor
Nemo Bay, New Caledonia

This vessel operates under Commandant 12th Naval Dist.
and Commander, Western Sea Frontier.

0-4 Discharging cargo near White Poppy for Acorn Unit
#3 and 33rd Construction Battalion. Unloading
hauled by 33rd Batt. crews under Bos'n. Davis.
0328 Pontoon barge away with 45 tons misc. cargo from #2.

4-8 0430 Pontoon barge away with 32 tons aviation gas & lumber from #1.
0542 " " " " 50 tons miscellaneous from #5.
0715 " " " " 38 tons tank equipment from #2.

8-12 0800 1st lieutenant reports approx. 3300 tons remain
to be discharged. 0800 weather mostly overcast.
Wind #. East, force 2. Sea slight.
0825 Artillery lighter away with 15 tons 70-oct. gas from #2 hold.
0930 Pontoon barge " " 60 tons steel planks " #1 hold
1020 S.S. Henry J. Raymond, with deck load of air-planes, stood
in and dropped anchor bearing approx. SSE distant
1000 yards. 1025 Artillery lighter away with 16 tons
aviation gas from #2.

12-16 1205 Pontoon barge away with 50 tons planking from #1
1225 Artillery lighter " " 10 tons misc. from #2
1316 Pontoon barge " " 30 tons planking from #3
1417 " " " " 40 tons " " #1
16-20 1813 " " " " 40 tons " " #5
1945 " " " " 50 tons " " #3
20-24 2230 " " " " 40 tons misc. from #2
2235 Artillery lighter " " 15 tons planking " #3
2354 Pontoon barge " " 47 tons " " #5
Total tonnage unloaded this date 578

Weather partly overcast - sea slight - wind E.N.E. force 3. Some
indications of coming blow. high cirrus, hazy appearance in
west at sunset. Barometer 29.85 at 1600, lowest in some time 2/
B. F. M. Guerin, Lt. Comdr., U.S.N.R.

U.S.S. Hercules
War Diary

February 2, 1943

At Anchor
Memo Bay

0-12 0000 to 0818 Discharged 186 tons misc. cargo from holds 2, 3, and 5. Weather overcast, occasional light rain. Sea calm. Wind East, force 2.
1100 Two petty officers U.S. Marine Corps aboard to make routine inspection and report on ship's general characteristics and cargo capacity.
0818 to 1200. Two barges away with 111 tons pierced planking from holds # 3 & 5.

12-24 Conditions as before. 1200 to 1450 - three barges unloaded 107 tons pierced planking from holds 2, 3 & 5. Operations apparently halted due to orders from headquarters giving priority to S.S. Henry J. Raymond. 1600 S.S. Joseph Lykes stood in and dropped anchor bearing SSE distant 2000 yards. Has deck load of airplanes. 1450 to 2230 Three barges away with 49 tons from # 3 & 5. Total this date 453 tons.

U.S.S. Hercules
War Diary

February 3, 1943

At Anchor
Memo Bay.

0-12 Discharging airfield planking from holds 2, 3 & 5. Weather overcast - sea flat calm & wind, none. 0930 Completed unloading #3 hold. 0900 C.O. Acorn #3 aboard for conference. Discussed possibility of docking vessels in this Bay provided tug available. Examined rough draft of new chart of Memo Bay prepared by Hercules Navigation Department, and asked C.O. Hercules for suggested anchorages for six vessels. 1200 Cargo unloaded to noon 413 tons.

12-24 Weather overcast. Wind SW force 1 - sea still calm at 1500, for first time since Hercules arrival in New Caledonia. 1335 Henry J. Raymond took French pilot, weighed anchor and stood out toward Noumea. Pontoon barges now unloading planes from S.S. Joseph Lykes. From 1425 to 2200 only one pontoon alongside Hercules. Total cargo unloaded this date 594 tons. 2400 weather overcast, wind NW force 2, sea calm.

B. F. N. Dupuis, Lt.-Cdr., U.S.N.R.

U.S.S. Hercules
War Diary

February 4, 1943

At Anchor
Uemo Bay.

- 0-4 Discharging cargo from holds #2 and 5. Other holds being secured for sea. Weather partly overcast; sea calm; light, variable winds. Unloaded 126 tons during this watch.
- 4-8 As before. Unloaded 151 tons during this watch. ☉☉☉ weather clear; sea calm; wind East, force 2.
- 8-12 As before. ☉804 S.S. J. Sterling Morton stood in and anchored bearing S.S.W., distant 500 yds. Has deck load of planes. ☉826 S.S. Joseph Lykes, having unloading deck cargo of planes ~~for~~ Magenta Dock, weighed anchor and stood out for Oumbea Bay. 1101 S.S. Elijah White stood in and dropped anchor bearing S.S.W. distant 1000 yds. Unloaded 78 tons during this watch.
- 12-16 As before. 1300 Two C. B. crews sent ashore, leaving four crews aboard, or approx. 60 men. Unloaded 90 tons steel planking, pipe and lumber during this watch.
- 16-20 As before. Weather clear; sea calm; wind NE force 2. Unloaded 50 tons planking during this watch.
- 20-24 As before. 163 tons discharged during this watch; day's total 658 tons. Remaining, approx. 750 tons.
B. M. Eubank, Lt. Cdr., U.S.N.R.
- Note - Hercules Navigation Dept. completed survey of Uemo Bay and delivered rough draft of chart to drafting office, Acorn 3, Magenta Landing.

U.S.S. Hercules
War Diary

At Anchor
Nemo Bay

February 5, 1943

- 0-4 Weather clear, sea slight, wind NE force 2.
Cargo discharged this watch 125 tons planking
- 4-8 As before. Discharged 104 tons of pipe & planking.
- 8-12 As before. Sea mod. rough, wind NE force 4.
0935 S.S. Pres. Monroe stood in and anchored
bearing South, distant 1500 yds. 1000 Cdr. John-
son, Acorn 3 aboard for conference. 1115 Cdr. Burke
and party of U.S.N. officers from S.S. Pres. Monroe
aboard for conference regarding anchorages
and shore services. Discharged 138 tons pipe
and planking during this watch.
- Insert (0930 - Commanding Officer ashore for sailing orders)
(Communications officer to Comsopac for coding information)
- 12-16 1300 Commanding Officer aboard - orders not ready.
1500 Executive officer ashore to Comsopac Operations
for orders. During this watch discharged 198 tons cargo.
- 16-20 1630 Exec. officer returned aboard with secret des-
patch routing instructions. During this watch dis-
charged 78 tons cargo. Draft ~~to~~ 11'8" for'd. - 19'6" aft.
- 20-24 As before. Discharged 78 tons steel planking during this
watch. Pumped fuel oil from deep tanks into double
bottoms and took 1000 tons water ballast this date.
Total cargo unloaded this date 721 tons.

Note - Since cargo record started in this diary, 7006 tons (esti-
mated in part) has been unloaded in 24 days, or 291²/₃ tons
per day. In February, with more lighters and better
conditions ashore, the average is 600 tons per day.

U.S.S. Hercules
Dear Diary

February 6, 1943
New Caledonia

At Anchor
Memo Bay

0-4 Discharging remaining cargo and making all se-
cure for sea. Weather clear, sea slight, wind East
force 2. During this watch discharged 66 tons
steel planks, lumber and gasoline.

4-8 As before. Discharged 65 tons planking & pipe,
completing. 0555 S.S. Pres. Monroe weighed anchor
and stood out.

8-12 As before. 1000 Commander Acorn 3 aboard. 1100
Comdr. Acorn 3 departed. Last C.B. crews departed in
charge Bos'n C.O. Davis. 1115 Thorough inspection of ves-
sel for stowaways. Negative.
(Insert) 0815 Mustered entire ship's company. No absentees.

12-16 1200 As before. Commenced turning over engines.
Made all preparations for getting underway. 1230
Draft for'd. 11' 6" - aft 19' 10". 1345 Commenced heaving
up. 1404 Underway for San Francisco, under despatch
orders Comsopac dated 2/5/43. Standing out of Memo
Bay, New Caledonia, on various courses conforming to
channel 1530 Rounding Amédée Lighthouse 1537 Departure
on North Bulavin Passage Range, Amédée Light bearing 49°.
Course 230°. Weather hazy, wind SE force 4 sea slight.
R.P.M. 93, speed about 18 kts. 1555 C/c to 148°. 1600 Com-
menced zigzag on Plan 19.

B. F. M. Luckin, Lt.-Cdr., U.S.N.R.

16-00 to 20-00 As before steering 148° base course
on zig zag plan #19 at 93 R.P.M.
Clear weather small sea

F. E. Strueman Lt. Comdr. U.S.N.R.

Position 2000 :- LAT. 23° - 33' S. LONG. 167° - 00' E
20-24 As before. 2050 Ceased zigzag. 2055 C/c to 83° PGC, 84° True

B. F. M. Luckin, Lt.-Cdr. U.S.N.R.

Insert - 2300 Set clocks ahead 28 min.

February 7, 1943

At Sea

0-4 - As before, steaming on course 083° T.,
at 93 R.P.M.

Edmund J. Schwanly, Lt. (jg) USNR

4-8
~~0000-0400~~

As before steaming on base course 083° T.
0500 commenced zig zag course on plan #11
93 R.P.M. Fair weather with occasional
rain squalls. Mod Ely sea

H. Estuenna Lt. Cdr. USNR

POSITION 0800 :- LAT. 23°-20' S, LONG. 170°-26' E

8-12 As before. Weather partly overcast, wind easterly,
force varying from light airs to force 3. Passed small
streaks of discolored water, apparently fine seaweed.

B. M. Jenkins, Lt. Cdr., USNR.

POSITION 1200 :- LAT. 23°-19' S, LONG. 171°-40' E

12-16 As before steaming on Zig Zag plan 11, base
course 083° T. 1205 - Changed course to
120° T. to avoid suspicious columns of
water off port bow. 1210 - Returned to
Zig Zag plan 11, on ^{base} course 083° T. Extensive
fodies of discolored water (green and light
brown) observed during latter part of watch.

Edmund J. Schwanly, Lt. (jg) USNR

16-20 As before steaming base course 083° T zig zag
plan #11. Set Condition 2 from 1820 to 1900
1900 Ceased zig zag course. Steering base
course of 083° by gyro. 93 R.P.M.
Mod Ely breeze and sea Cloudy weather

H. Estuenna Lt. Cdr. U.S.N.R

POSITION 2000 :- LAT. 23°-04' S, LONG. 174°-07' E

20-24 As before. Weather partly cloudy to clear, wind easterly,
force 2 to 4, sea slight. 2300, set clocks ahead 25 min.

B. M. Jenkins, Lt. Cdr., U.S.N.R.

February 8, 1943

U.S.S. Hercules

War Diary

At Sea

0-4 As before, steaming on course 083°, at
93 R.P.M.

Ernest J. Schwanig, Lt. (jg) USNR

0400-0800 As before steering base course 083 by Gyro.
0500 commenced zig zag course plan #11 base
course 083° mod Ely breeze and sea.

J. E. Sturman Lt. Col. USNR

POSITION 0800: LAT. 22° 42' S, LONG. 177° 35' E

8-12 As before. weather partly cloudy, sea slight, wind ESE
force 2-3. 1000 Exercised crew at general quarters and
abandon ship.

B. M. Eubank, Lt. Cdr., U.S.N.R.

POSITION 1200: LAT. 22° 32' S, LONG. 178° 49' E

12-16 As before, on ZigZag plan No. 11, base
course 084° T.

Ernest J. Schwanig, Lt. (jg) USNR

16-20 as before steaming on zig zag plan # 11
base course 083° Gyro. 1900 ceased zig zag
1950 A/C 082° Gyro. 93 R.P.M.
Clear weather mod Ely. wind and sea.

J. E. Sturman Lt. Col. U.S.N.R.

POSITION 2000: LAT. 22° 18' S, LONG. 178° 43' W

20-24 As before. weather clear, sea slight, wind ESE
force 2. 2300 Clocks set ahead 28^m. Course 83° T, 82° p.g.c.

B. M. Eubank, Lt. Cdr., U.S.N.R.

February 8 (#2), 1943

U. S. S. Hercules
War Diary

At Sea

0-4 As before, steaming on course $083^{\circ}T$, at 93 R. P.M.

Paul J. Schwanig, Lt. (jg) USNR

4-8 As before steaming on course 083° by Gyro. at 93 RPM 0500 commenced zig zag course on base course 083° by Gyro. Plan #11. Fine clear weather. Light Ely wind and sea.

F. E. Strumm Lt. Comdr. U.S.N.R.

POSITION 0800 :- LAT. $21^{\circ}-49'S$, LONG. $175^{\circ}-07'W$

8-12 Insert from previous watch - (0543 Ata Rocks, South ^{west} of Tongatabu group bearing 216° , distant approx. 32 mi.) 0903 Passed Eua Isl. abeam on Course $82^{\circ}T$, distant 20.1 mi. 1000 Exercised crew at fire & collision drills. 1111. Engineer Officer increased r.p.m. to 96.5, using 14 nozzles, by order of Commanding Officer. Weather clear, sea calm, wind ENE force 1. 1200 Ceased zigzag, resumed course $82^{\circ}T$.

B. J. M. Gupkin, Lt. Comdr. U.S.N.R.

POSITION 1200 :- LAT. $21^{\circ}-40'S$, LONG. $173^{\circ}-53'W$

12-16 As before, on course $082^{\circ}T$. 1230. Changed course to $081^{\circ}T$. 1254 - Discolored water (yellowish tan) passed abeam to starboard. 1300 - Reduced to 13 nozzles and 94 R. P.M.

Paul J. Schwanig, Lt. (jg) USNR

16-20 As before steaming at 94 R. P.M. on a course 081° by Gyro. Fine clear weather, calm, light swell.

F. E. Strumm Lt. Comdr. U.S.N.R.

POSITION 2000 :- LAT. $21^{\circ}-19'S$, LONG. $171^{\circ}-19'W$

20-24 As before. Weather clear, sea calm, wind easterly force 1. 2012 Spc to 82° p. g.c. Speed since noon approx 18.1 kts. 2300 Set clocks ahead 28^m

B. J. M. Gupkin, Lt. Comdr. U.S.N.R.

February 9, 1943

At Sea

0-4 As before, steaming on course 082° T., at 96 R.P.M. 0250 - Rain and wind squalls until end of watch.
 Edward J. Schaub, Lt. (jg) USNR

4-8 Steaming as before on course 082° Gyro 96 R.P.M. Light rain squalls, overcast & cloudy. Light Nly wind, mod. Nly swell. 0400 discovered fire in #2 motor whale boat. due to short circuit in switch. no damage.
 J. E. Strumm Lt. Cdr. USNR
 POSITION 0800 :: LAT. 20°-49'S, LONG. 167°-29'W

8-12 As before. Weather overcast with occasional rain. Instructed signalman in recognition signal procedure. Course 82° p.g.c. Speed over the ground approx. 18.5 kts with 13 nozzles. 1200 c/c to 36° p.g.c.

B. M. Guckin, Lt. Cdr., USNR.
 POSITION 1200 :: LAT. 20°-39'S, LONG. 166°-10'W

12-16 1200 - Changed course to 36° per gyro. 1508 - sighted unidentified cargo vessel bearing 125° T. 1525 - vessel passed from view bearing 165° T. Rain squalls during middle part of watch.
 Edward J. Schaub, Lt. (jg) USNR

16-20 As before steaming at 96 R.P.M. on a course of 036° Gyro 16-40 at 037° by Gyro. Clear weather mod. Nly swell.
 J. E. Strumm Lt. Cdr. USNR
 POSITION 2000 :: LAT. 18°-42'S, LONG. 164°-33'W

20-24 As before. weather clear, wind N.E. force 2, seas light. 2300 advanced clocks 28 min.
 B. M. Guckin, Lt. Cdr., USNR.

U.S.S. Hercules

War Diary

At Sea

February 10, 1943

0-4 As before, steaming on course 37° per gyro,
at 96 R.P.M.

Edward J. Schwanig, Lt. (jg) USNR

4-8 As before steaming at 96 R.P.M. on course 037° Gyro
0345 ship sighted bearing 046° T. Fine clear
weather Mod Nly swell.

F. E. Strumm Lt. Col. U.S.N.R.

POSITION 0800:- LAT. 16° 02' S, LONG. 162° 12' W

8-12 As before. Weather clear, sea calm, wind NEXE force 2.
At 0947 sounded general quarters for surface target
practice on 3" & 5" guns. 1015 C to 200° and steamed
on various courses to bring guns to bear on targets.
1037 seaward from drill and resumed base course
037° A.G.C.

POSITION 1200:- LAT. 15° 04' S, LONG. 161° 25' W.

B. M. Tucker, Lt. Cdr. USNR

Insert - Ammunition expended during target practice - 5'51, 5 Rds.
SPDB 2568 - 3'50 26 Rds. SPD 12479, 5 Rds. SPD 2866

12-16 As before, on course 37° per gyro.

1245 - Course changed to 32° per gyro.

Edward J. Schwanig, Lt. (jg) USNR

16-18 As before steaming 96 R.P.M. on course 032° Gyro
Fine clear weather Mod N. Ely swell

F. E. Strumm Lt. Col. U.S.N.R.

18-20 As before. Weather clear, sea calm, wind NE force 1. 1819 C
to 033° A.G.C., 034° T.

POSITION 2000:- LAT. 16° 02' S, LONG. 160° 03' W

B. M. Tucker, Lt. Cdr. U.S.N.R.

20-24 As before, steaming on course 33° per gyro.

2300 - Ship's clock advanced 28 minutes.

Edward J. Schwanig, Lt. (jg) USNR

February 11-1943

U. S. S. Hercules
War Diary

At Sea.

0-4- Steaming as before - 96 R.P.Ms - course $\phi 33^{\circ}$ gyro 0000 - Inspection of ship by J.O.D. - 0130 - Inspection of ship by J.O.D. - 0300 - Inspection of ship by J.O.D. Fine clear weather Calm, smooth sea
J. E. Strumm Lt. Cdr. U.S.N.R.

4-8 As before. Weather partly cloudy, sea slight, wind SSE force 2. No remarks.

POSITION 0800:- LAT. $10^{\circ}-03'S$, LONG. $158^{\circ}-06'W$.

B. W. Beckin, Lt. Cdr., USNR

8-12 As before, steaming on course 33° per gyro, at 96 R.P.M.

POSITION 1200:- LAT. $9^{\circ}-00'S$, LONG. $157^{\circ}-25'W$.

Thos. J. Schuy, Lt. (jg) USNR

12-16- Steaming as before on course $\phi 33^{\circ}$ gyro - 96 R.P.M's.
Fine & clear smooth sea, not swell,

J. E. Strumm Lt. Cdr. U.S.N.R.

16-20 As before. 1900 ϕ c to 060° p.g.c. weather clear, sea slight, wind NE force 2.

POSITION 2000:- LAT. $6^{\circ}-58'S$, LONG. $156^{\circ}-05'W$.

B. W. Beckin, Lt. Cdr., USNR.

20-24 As before, steaming on course 60° per gyro.

2100 - Changed course to 33° per gyro.

2300 - Ship's clock advanced 28 minutes.

Thos. J. Schuy, Lt. (jg) USNR

February 12-1943

U. S. S. Hercules
War Quarf

At Sea

0-4- Steaming on course 033° gyro. 06 P.M. - 0000 Inspection of ship by J.O.O.D. - 0130- Inspection of ship by J.O.O.D. 0300 inspection of ship by J.O.O.D. Fine clear weather smooth sea.
J. E. Strumm Lt. Col. U.S.N.R.

4-8 As before. weather clear, wind ENE force 3, sea slight.
No remarks.

POSITION 0800:- LAT. $4^{\circ} 07' S.$, LONG. $153^{\circ} 59' W.$
B. P. M. Luckin, Lt. Col., USNR.

8-12 As before, steaming on course 33° per gyro.
1000 - Captain's inspection of compartments and quarters.

POSITION 1200:- LAT. $3^{\circ} 14' S.$, LONG. $153^{\circ} 20' W.$
Edward J. Schantz, Lt. (jg) USNR

12-16 As before. Steaming on course 033° gyro - 1250 - changed course to 032° gyro.
06 P.M. Clear weather mod. Ely wind and sea.
J. E. Strumm Lt. Col. U.S.N.R.

16-20 As before. weather clear, sea slight, wind ENE, force 3.
1847 C/P to 036° p.g.c.

POSITION 2000:- LAT. $3^{\circ} 10' S.$, LONG. $152^{\circ} 19' W.$
B. P. M. Luckin, Lt. Col. USNR.

20-24 As before, steaming on course 36° per gyro.
2300 - Ship's clocks advanced 24 minutes.
Edward J. Schantz, Lt. (jg) USNR

February 13, 1943.

U. S. S. Hercules
War Diary

At Sea

0-4 Steaming on course $\phi 36^\circ$ gyro 0000- Inspection of ship by J.O.O.
0100- Inspection of ship by J.O.O. - 0300 Inspection of ship by J.O.O.
Cloudy and rainy weather. Mod. Ely wind and sea
A. E. Stumm Lt. Col. USNR
POSITION 0800: LAT. $1^\circ 32' N$, LONG. $150^\circ 33' W$.

4-8 As before. Weather squally early. 0700 weather clear,
sea slight; wind EX N, force 3.

B. F. M. Luckin, Lt. Col. USNR

8-12 As before, steaming on course 36° per gyro.
Rain squall at beginning of watch.
Swell increasing; sea confused.

POSITION 1200: LAT. $2^\circ 32' N$, LONG. $149^\circ 56' W$.

Edward J. Schwarz, Lt. (jg) USNR

12-16 As before- Steaming on course $\phi 36^\circ$ gyro- 1202- ship sighted
bearing 000° heading approximately ~~000~~ 000° - 1305- Changed course to
 $\phi 32^\circ$ gyro- 96 RPMs. Partly cloudy and fair weather
mod Ely wind and sea

A. E. Stumm Lt. Col. USNR

16-20 Conditions as before. Weather squally, clearing to
partly overcast at 1945. Sea slight; wind east, force 3 to 4.
1617 Engineer room cut out two nozzles by order of C.O., now
using 11 nozzles, 92 RPM. 1905 cp to 033° . 1830-1905
Tested out gyro pilot and electric steering mechanism,
steaming on various courses. Tests unsuccessful, result-
ing in very large rudder angles both starboard and port.
POSITION 2000: LAT. $4^\circ 27' N$.
LONG. $148^\circ 44' W$.

B. F. M. Luckin, Lt. Col. USNR

20-24 As before, steaming on course 33° per gyro.
Weather squally and overcast. Wind east,
force 4. 2300- Ship's clock advanced
24 minutes.

Edward J. Schwarz, Lt. (jg) USNR 34

February 14, 1943

U.S.S. Hercules.
War Diary

At Sea

0-4 - Steaming on course 033° gyro. 92 RPMs. - 0000-0130-0300 - Inspections of ship by J.O.O.D. everything normal about the ship.
Rain squalls, Fresh Ely breeze, mod rough Ely sea

J. E. Strumm Lt. Cdr. USNR

POSITION 0800: - LAT. $7^{\circ} 32' N.$, LONG. $146^{\circ} 54' W.$

4-8 As before. weather clearing; wind N.E. force 4; sea moderate.

B. W. Lueken, Lt. Cdr., USNR.

8-12 As before, steaming on course 33° per gyro.
Wind E-NE, force 3. 1000 - Church services.

POSITION 1200: - LAT. $8^{\circ} 30' N.$, LONG. $146^{\circ} 14' W.$

Edward J. Schwarz, Lt. (jg) USNR

12-16 As before. Steaming on course 033° gyro - 92 RPMs.

Line clear weather, strong N.E. breeze, rough N.E. sea
1200 Patent log set at zero. Streamed patent log

J. E. Strumm Lt. Cdr. U.S.N.R.

16-20 As before. weather clear. Strong N.E. breeze, force 5; mod. rough sea, occasional broad ground swells from N.W.

POSITION 2000: - LAT. $10^{\circ} 29' N.$, LONG. $145^{\circ} 00' W.$

B. W. Lueken, Lt. Cdr., USNR.

20-24 As before, steaming on course 33° per gyro.

2300 - Ship's clock advanced 24 minutes.

Ship rolling easily to moderate northeasterly swells. Wind east-northeast, force 4.

Edward J. Schwarz, Lt. (jg) USNR

February 15, 1943.

U.S.S. Hercules
War Diary

At Sea

0-4 Steaming on course 033° gyro. 92 R.P.M.s - 0000-0200-0315 - Inspections of ship by J.O.O.D. all secure. Fine clear weather
Mod N.E. wind and sea.

POSITION 0800 :- LAT. $13^{\circ}-15'$ N., LONG. $143^{\circ}-12'$ W.

F. E. Stumm Lt. Col. U.S.N.R.

4-8 As before. Weather clear; sea moderate; wind NE x N, force 3. No remarks

R. F. M. Guckin, Lt. Col. U.S.N.R.

8-12 As before, steaming on course 33° per gyro.
0940 - General Quarters drill. 0948 - Fire drill.
0956 - Abandon Ship drill. 1007 Secured all drills. Moderate northeasterly wind and swell.

POSITION 1200 :- LAT. $14^{\circ}-13'$ N., LONG. $142^{\circ}-34'$ W.

Edward J. Schwanz, Lt. (jg) USNR

12-16 As before steaming on a course of 033° Gyro at 92 R.P.M. 1300 up to 034° Gyro.
1545 changed to Gyro steering gear. Fine clear weather Mod N.E. wind and sea.

F. E. Stumm Lt. Col. U.S.N.R.

16-20 As before. Weather partly cloudy, wind N.E. force 4, Sea - moderate surface sea from NE and long ground swell from NNW.

POSITION 2000 :- LAT. $16^{\circ}-05'$ N., LONG. $138^{\circ}-41'$ W.

R. F. M. Guckin Lt. Col. USNR

20-24 As before, steaming on course 34° per gyro. Ship rolling moderately to northeasterly swell. Wind N.E., force 5. 2300 - Ship's doctor advanced 24 minutes.

Edward J. Schwanz, Lt. (jg) USNR

U.S.S. Hercules
War Diary

Feb 16, 1943

At Sea.

0-4 Steaming as before at 92 RPM on course
034° Gyro. Strong breeze from N.E. and
rough N.E. sea. J. E. Strumm Lt. Col. U.S.N.R.
POSITION 0800:- LAT. 18° 56' N., LONG. 139° 12' W.

4-8 As before. weather partly cloudy, strong NE breeze and
mod. rough sea. Long NW swell continues. No Remarks.

B. M. Cuker, Lt. Col., USNR.

8-12 As before, steaming on course 34° per gyro.
Sky overcast. Ship rolling to moderate
northwesterly swell. Wind, force 5,
shifting to north. 1140 - shifted to automatic
steering by gyro pilot.
POSITION 1200:- LAT. 19° 52' N., LONG. 138° 30' W.

Paul J. Schwarz, Lt. (jg) USNR

12-16 As before. steaming at 92 R.P.M. course 034°
1345 reduced speed to 80 R.P.M.
Cloudy and fair. Small N.E. sea heavy
Wly. swell. Light N.E. by breeze.
J. E. Strumm Lt. Col. USNR.

16-20 As before. NE Trades abating to moderate breeze.
Ship rolling easily to long swell from W.N.W.
POSITION 2000:- LAT. 21° 37' N., LONG. 137° 15' W.

B. M. Cuker, Lt. Col., USNR

20-24 As before, steaming on course 34° per gyro.
Ship rolling moderately to northwesterly
swell. Wind squalls increasing in
force during watch.

Paul J. Schwarz, Lt. (jg) USNR

U.S.S. Hercules
War Diary

At Sea.

Feb 17, 1943

0-4 Steaming at 80 R.P.M. Course 034° Gyro.
Partly cloudy and fair weather light N.E. wind
Heavy wly. swell.

J. E. Strumm Lt. Cdr. USNR

4-8 As before. Weather partly overcast; sea calm except
for slight swell from WNW; wind ESE force 2
Position 0800:- LAT. 24°-09' N., LONG. 135°-26' W.

B. D. M. Schmitt, Lt.-Cdr., USNR

8-12 As before, steaming on course 34° per gyro.
1002 - General Quarter drill. 1007 - Secured
from General Quarters. 1010 - Target practice
commenced. Began maneuvering on various
courses around target. 1100 - Resumed
course 34° per gyro. 1103 - Secured from
target practice. Ammunition expended in
firing practice as follows:

3" - 50 caliber, SPD 2866 - 37 rounds.

3" - 50 caliber, SPD 2479 - 4 rounds.

5" - 51 caliber, SPDB 2568 - 5 rounds.

20 mm, tracer lot 46 - 160 rounds.

20 mm, non tracer lot BP-7 - 320 rounds.

gentle northwesterly swell. Wind northeast,
force 2.

Position 1200:- LAT. 24°-40' N., LONG. 134°-40' W.

Edward J. Schantz, Lt. (jg) USNR

12-16 1200 aft 032° Gyro 80 R.P.M.
Light Wly breeze Mod wly swell.

J. E. Strumm Lt. Cdr. USNR

16-20 As before. O.O.D. watches dogged this date.
Weather partly cloudy, sea slight, NW swell con-
tinuing. 1820 - Course changed to 30° per gyro.
Wind and rain squalls at end of watch. 38

Edward J. Schantz, Lt. (jg) USNR

Feb 17, 1943

20-24 Steaming as before at 80 R.P.M Course

030° Gyro. 2237 aft 023 per Gyro.

2300 advanced clock 17 minutes

Light wly breeze changing to mod. N.W. Gale
rough N.W. sea

J. E. Sturmm Lt. Col. USNR

Position 2000: LAT. $26^{\circ} 20' N.$, LONG. $133^{\circ} 27' W.$

U.S.S. Hercules

February 18, 1943

War Diary

At Sea

0-4 Weather squally to clear. Wind WNW, force 6 to 8 with 9 in gusts. Very rough sea. Heavy swell continuing from west. Barometer dropped from 30.30 at 1300 Feb. 17 to 30.04 at 0400 this date. Captain on bridge. Ship occasionally rolling deep. Steering 025° p.g.c. allowing 1° for leeway.
B. W. McKin, Lt. Col., USNR

4-8 As before, steaming on course 25° per gyro. Weather squally with rain and rising wind, WNW force 6 to 8. Ship rolling heavily at times to WNW swell. Barometer dropping slightly during watch.

Position 0800:- Lat. $28^{\circ} 49' N$, Long. $131^{\circ} 19' W$.

Edward J. Schwab, Lt. (jg) USNR

8-12 0752 aft 080° per gyro 809 P.M.

Fresh Wly. breeze, rough Wly sea
Vessel rolling heavily.

Position 1200:-

F. E. Stramm Lt. Col. USNR
Lat. $28^{\circ} 55' N$, Long. $130^{\circ} 08' W$.

12-16 weather clear. cumulus clouds on the horizon. Wind westerly force 5, westerly swell continuing. 1309 cft to 50° p.g.c. 1338 cft to 40° gyro, $44^{\circ} T$ and allowing for 6° easterly leeway for a track of 50° gyro compass error gradually increasing. Is now approx $3\frac{1}{2}^{\circ}$ - 4° easterly.

B. W. McKin, Lt. Col., USNR

16-20 As before, steaming on course 40° per gyro.

Ship rolling moderately to WNW swell.

Wind moderating to force 2 and shifting to S.E.

Position 2000:- Lat. $30^{\circ} 13' N$, Long. $128^{\circ} 22' W$.

Edward J. Schwab, Lt. (jg) USNR

U.S.S. Hercules
war diary

Feb 18, 1943

At Sea

2024 1955-~~af~~ 027° by Gyro steaming at 80 R.P.M.

Mod. S.E. sea, heavy Wly swell.

Strong S.E. breeze. Partly cloudy

A. E. Sturmon Lt. Cdr. USNR

H-8 As before - weather alternating clear and squally.
Wind SE, force varying from 3 to 6. Sea moderate
surface sea from SE, continuing long westerly swell.
Barometer 30.02 from a low of 29.88 at 1700 Feb 18.

~~W. M. Cupier, Lt.-Cdr., USNR.~~

see next page

U. S. S. Hercules
War Diary

February 19, 1943

At Sea

0-4 Steaming on course 027° p.g.c., 031° T, weather partly cloudy with occasional squalls, wind SE force 3 to 6, westerly swell. Bar. 30.02
R. M. Gurbur, Lt. Com., USNR.

Position 0800:

4-8 As before, steaming on course 27° per gyro. Weather overcast. Ship rolling moderately to WNW swell. Wind, force 3, shifting to east. Forward end of Cleaverboards still on after starboard deck shifted inboard about six feet due to heavy roll of ship; temporarily resecured.

Position 0800: LAT. $32^{\circ} 52' N$, LONG. $126^{\circ} 37' W$.

Edward J. Schwarz, Lt. (jg) USNR

8-12 Steaming on course 027 per Gyro. 80 RPM 1000 aft 029° per Gyro. Cloudy weather mod Ely wind and sea. Heavy Wly swell
J. E. Shrumm

Position 1200: - LAT. $33^{\circ} 50' N$, LONG. $125^{\circ} 55' W$.

12-16 As before. Weather partly cloudy to clear. Wind light easterly, sea slight, swell disappearing. 1303 C/c to 030° p.g.c. Gyro error this date reduced to approx. 1.5 easterly. 1307. Reduced speed to 77 RPM to make good approx. 15 kts. Heading for Farallon Islands Light.

R. M. Gurbur, Lt. Com., USNR.

Position 2000: - LAT. $35^{\circ} 32' N$, LONG. $124^{\circ} 37' W$.

16-20 As before, on course 30° per gyro. 1644 - Course changed to 32° per gyro. 1657 - Course changed to 33° . 1725 - Forward crew near reported ship sighted two points on port bow; unable to pick same up from bridge.

Edward J. Schwarz, Lt. (jg) USNR

U.S.S. Hercules
war diary

Feb 19, 1943

20-24 Steaming as before at 77 RPM
Course 033° by gyro Overcast light breeze
from N. Smooth sea
L. E. Stumm Lt Cdr. USNR

February 20, 1943

U.S.S. Hercules
War Diary

At Sea

0-4 0000 Approx. position, L 36°-18'N, Long. 124°-05'W.
Course 033° p.g.c. for seabuoy "A" off S. Farallon Is.
Weather partly overcast, sea calm, except slight swell
wind North, force 1.
B. T. M. Guthrie, Lt.-Com., USNR

4-8 As before, on course 33° per gyro. 0515 - Sighted
Farallon Light bearing 336° T. 0555 - Captain
coming ship on various courses to pick
up San Francisco channel buoy "A."
0705 - "A" buoy passed abeam to port.
Maneuvering into San Francisco channel.
"A" buoy was unlit.
E. J. Schumy, Ft. (jg) USNR

8-12 As before. 0829 - Arrival - 0839 - Lt Comdr. Guthrie USCG. Plus aboard - 0850
Underway on various courses + speeds - Pilot at conn. 0917 - Lighthouse abeam to starboard
on course 55° - 0927 - abeam 2nd support Golden Gate Bridge - 0935 - made net defuse
:0945 J.K. Towry. Horticultural inspector aboard, + Clement M. McCarthy from Division
of Naval Intelligence of 12th Naval Dist. 1020 - Lt Howard from Port Director
office aboard 1045 - Oakland Bay bridge abeam - 1105 - Tug Fearless alongside
to starboard - Tugmaster Jacobson aboard - 1130 - stem inside slip #16
1st line on dock - 1135 - 2nd line to dock, 1152 - made fast and secured -
Commenced Port Routine. Draft 9'3" fore, 20'02" aft.
Set gangway watch.
J. E. Strumm Lt. Comdr. USNR

12-24 Moored to South side #16 Pier, San Francisco
harbor, starboard side to. 1300 Coaming Officer
to Com 12 for current communications data and in-
structions. 1600 Shore telephone line connected up.
Insert) 1300 Commenced discharging water ballast.

B. T. M. Guthrie, Lt.-Com., USNR

Insert - At approx. 1140, while not yet made fast, a 44
small portion of Pier 16 was partially flooded by ship's
overboard discharge. Fender rigged at once and discharge cut
to minimum. No carrels provided at pier.

U. S. S. Hercules
War Diary
Zone Deser. + 8.

February 21, 1943

San Francisco.

0-12 Moored to Pier 16, San Francisco Harbor. No remarks
0940 Commenced taking fresh water.

12-24 As before - no remarks

D. F. M. Guckin, Lt. Cdr., USNR

February 22, 1943

San Francisco

0-12 Moored to Pier 16, San Francisco, south side of Pier, starboard side to. 0930 Captain and Executive Officer reported to Port Director and to Assistant Industrial Manager, regarding urgent repairs, particularly replacement of cargo booms over #3 hatch, damaged in hurricane, repair of de-gaussing coil damaged in hurricane, compensation of magnetic compasses, showing deviations up to 30° on certain courses, and replacement of de-superheating equipment. Took aboard approx. 500 tons fresh water this date

12-24. 1500 French war vessel, Cap des Palmes, moored North side Pier 16. Commanding Officer, Hercules, ashore for X-Ray of knee injury. Executive Officer acting C. O.

D. F. M. Guckin, Lt. Cdr., USNR.

U.S.S. Hercules
War Diary

February 23, 1943

San Francisco

- 0-24 Moored South Side Pier 16, San Francisco harbor, for urgent repairs & replacements & to load stores. Four cargo booms installed at #3 hold this date. New section of de-gaussing coil installed. Gyro equipment checked. Stores loaded.
R. F. M. Larkin, Lt. Cdr., USNR.

Feb. 24, 1943

San Francisco

- 0-12 As before. All hands loading provisions. Asst. Industrial Manager representative aboard to supervise urgent repairs to lubricating oil system.
R. F. M. Larkin, Lt. Cdr., USNR.

Feb. 25, 1943

San Francisco

- Pier #16. Crew loading provisions. Matson Navigation Co. in charge of urgent repairs to engines, de-gaussing coil, etc. under orders of Assistant Industrial Manager, Mare Island Navy Yard. Matson Co. working party damaged winch at #6 hatch and repaired same. Also damaged collar on jumbo boom at #6 hatch while topping off boom. Spare propeller loaded aboard and stowed in #6 tween deck, starboard side.
R. F. M. Larkin, Lt. Cdr., USNR.

U.S.S. Hercules
War Diary

San Francisco

February 26, 1943

04 At Pier #16 for urgent repairs, loading provisions, fresh water, etc.

H-8 0400 Permission given engine-room by O.O.D. to turn over engines, preparatory to getting underway. 0410 Overboard discharge flooded pier adjacent to gangway; Captain notified, rudder put hard right and stern lines slackened, breasting vessel away from pier. Tender was in place, but had slipped between piles. 0420 working party ashore to sweep water off docks. 0500 - 0600 Made all preparations for getting underway. 0615 Pilot aboard. 0630 Tug alongside. 0731 Underway to Port Chicago, Sacramento River, steaming on various courses conforming to channels, Captain on bridge, pilot at Conn, Navigator on bridge.

8-12 As before. 1115 Moored to loading pier at Port Chicago, starboard side to. Navy stevedores (colored) commenced loading bombs and bomb assemblies in holds # 2, 3, 4, 5 and 6, Lt. Kayton in charge.

12-24 As before. No remarks.
B. D. M. Luskien, Lt.-Col., USNR.

U.S.S. Hercules
war diary

February 27, 1943

Port Chicago
California.

0-12 Loading bombs, assemblies
& small arms ammunition. Matson Navigation
Co. party aboard checking de-gaussing coil.

12-24 As before - No remarks

February 28, 1943

0-24 Loading bombs & ammunition at Port Chicago as
before - no remarks.

March 1, 1943

Port Chicago, Cal.

0-24. At Port Chicago loading docks as before. No re-
marks. This vessel operating under Comman-
dant 12th Naval Dist. & Comdr., Western Sea Frontier.
B. T. M. Gubkin, Lt.-Col., USNR

March 2, 1943.

As before - no remarks.

March 3, 1943

At Port Chicago loading bombs, bomb assem-
blies and small arms ammunition. 1940 Com-
pleted loading - total approx. 3100 tons. Draft
for'd 12', aft 12 7/8'.

Note. Loading operations considerably delayed
by slow-down methods of colored Navy Steve-
dores, who were frequently found asleep on the
job. Loading officers reported as reluctant to
take disciplinary measures due to threats of
strike by the men. It is alleged that they are disaf-
fected due to having enlisted for sea-duty and not
as stevedores.

B. T. M. Gubkin, Lt.-Col., USNR

U. S. S. Hercules
War Diary

March 11, 1943

Port Chicago
California

0-4 At loading pier, Port Chicago. Loading completed.

4-8 As before. All preparations made for getting underway. 0730 Pilot Ingraham aboard. 0758 Underway to Encinal Terminal, Alameda.

8-12 Steaming from Port Chicago to Alameda, on various courses and at various speeds conforming to channels. Captain and navigator on bridge pilot at conn. 1119 Entering Dabland Estuary. 1145 Rec'd. message reporting channel not clear due to ship launching.

12-16 As before. 1300 Moored to Berth # ²3, Encinal Terminal, port side to. Draft for'd 12' 5", aft 25' 10". Commenced port routine. Set security watch. 1310 Civilian stevedores aboard to commence loading gasoline in all holds except # 4. 1400 Oil barge alongside to fuel vessel. Will take 12,000 bbls. Silencing lamp out. Lt. Cdr. Beadle in charge loading.

16-24 As before. Loading gasoline cargo and fuel oil. 2330 Completed loading fuel, having taken aboard 481,572 gallons. Standard Oil Co. barge cast off and stood out.

R. F. M. Guckin, Lt.-Cdr., USNR.

U.S.S. Hercules
War Diary

March 5, 1943

Eucual Terminal
Alameda, Cal.

- 0-24 Loading gasoline drums in all holds except # 4. 1000 Commanding Officer, Hercules appearing before Board of Investigation appointed by Commandant, 12th Naval Dist. consisting of Comdr. Cochran, S.C., U.S.N. in re flooding of Pier 16, San Francisco from overboard discharge on Feb. 20, 1943. 0925 Matson Navigation working party aboard to install blowers to increase ventilation in crew's living quarters. Blower installed in ship's office, and is so noisy that efficient work will be impossible during operation of blower.

B.F.M. Jenkins, Lt.-Col., USNR.

March 6, 1943

- 0-24 Loading gasoline drums at Eucual Term., Alameda. Matson Navigation Co. replacing de. superheating installations in both boilers. No remarks.

B.F.M. Jenkins, Lt.-Col., USNR.

U.S.S. Hercules
war diary

March 7, 1943

Encinal Term.
Alameda, Cal.

0-24 Loading gasoline drums. Matson Co. continuing replacement of de-superheating coils. 1200 Loading below decks completed. Civilian Stevedores ashore. 1530-45 Deck detail loading paint and dry stores. 1800 Two barges alongside to deliver five torpedo planes to Hercules, as deck cargo. Three planes placed on deck forward and two aft, and secured for sea under direction of lieutenant and working party from Naval Air Sta. Alameda
B. J. M. Lukin, Lt.-Cdr., USNR.

March 8, 1943

0-24 Completed loading cargo. Draft forward 26', aft 30'04". Taking aboard fresh water. Making all preparations for sea. 1640 this date all hatches reported secured. 300 drums of diesel oil for evaporator on after main deck, stbd side.

B. J. M. Lukin, Lt.-Cdr., USNR.

USS Hercules
War Diary

Alameda, Cal.

March 9, 1943

0-12 Berth 2, Essential Terminals, Alameda. Ship loaded and secured for sea. Taking fresh water. Re-placement of de-superheating coils in boilers in progress. 0800 Draft for'd 26'03", aft 30'08". 0940 Communications officer & assistant to Com 12, Federal Office Bldg. for latest communications data. 0950 Ens. Swinson aboard to photograph deck lashings of torpedo planes by order of Aircraft Material Officer, Naval Air Base, Alameda. 1135 Lt. (J.S.) J. O. Macedo aboard to deliver Cargo Manifest and various documents together with Cargo Manifest and Official Correspondence for "Epic" and "Bevy".

B. W. McKin, Lt.-Cdr.
USNR

March 10, 1943

U. S. S. Hercules
War Diary

Alameda, Cal.

0-4. Moored to Berth 2, Encinal Term., Alameda, port side to. No remarks

4-8 0520 Commenced warming up engines. 0630 Testing steering gear, all bridge communications, etc. Draft forward 26'03", aft 30'10" mean 28'06.5"
0712 Pilot aboard. 0730 Tug "Reliance" alongside and tugboat pilot aboard. Weather mostly overcast with occasional showers. Light variable airs. Barometer 30.16. All departments reported ready to get underway. Executive officer relieved the Deck.

8-12 0746 Underway to run Treasure Isl. de-gauss Range, pilot at Conn, Captain, Executive & Navigator on the Bridge. 1052 Tug & pilot away. Bay pilot at Conn.

0930 - 1002 Steaming over de-gaussing Range on courses 052°T & 232°T. 0958 Compass adjusters aboard. ~~Two~~ ^{Three} officers, one civilian. 1012 Steaming to southward under Bay Bridge to adjust compasses in South Bay. 1056 Commenced swinging ship off Hunter's Pt. 1215 Bar pilot Hubbenette aboard.

Insert 0746 Paravane chain fouled dock facing, tearing off 15 ft. section of string-piece. B. J. M. Luckin Lt. Comdr. USNR

12-16 1315 Bar pilot Hubbenette aboard. 1348 Matson Nav. Co. boat alongside with repaired oil pump. Returned to beach for working-party. 1357 Completed compass compensation. 1420 Anchored off Matson pier south of Bay Bridge in 11 fathoms with 50 ft. of chain in the water. Riding to starboard anchor. Tide flooding - ship's head 314° h.g.c. 1432 Bay pilot and compass party away. B. J. M. Luckin

1600-2000. At anchor, waiting for completion of repairs to oil pump. Lt. J. James Lt. Comdr. USNR

USS Hercules
Harb. Diary

March 10, 1943

20-24 Repairs on oil pump completed at 2130 - 2213 underway
to Noumea, New Caledonia in accordance with movement order
29-43 of March 8, 1943 of Commandant Twelfth Naval District.
2302 passed through net - 2305 Golden Gate Bridge passed.
Ens. Frank B. Cronkin USNR

U.S.S. Hercules (AKH1)

March 11, 1943

War Diary
Zone Dev. +18

At sea

0-4 Steaming out of San Francisco Harbor on various courses conforming to channel, pilot at conn, Captain, Executive & Navigator on bridge weather partly cloudy, wind WNW force 3, sea slight. 0021 Pilot away. 0028 Departure - "I" Buoy off entrance, abeam to port on course 250° T. Instructed Engine Room to use 11 nozzles, or 91 RPM. 0100. Set all clocks back 30 min. 0046 Passed Farallone light abeam to starboard. 0100 with Farallone light bearing 042° ; C/c to 204° . 0118 Passed steamer about one mile on port beam inbound showing foremast light and dimmed side light.

B. T. M. Jenkins, Lt. Com., USNR.

4-8 Continued on course 204° until 0710 when course was changed to 192° gyro. Started zig-zag plan #11 base course 192° gyro at 0715. Weather cloudy wind westerly force 4 sea moderate. Position 0800, LAT. $35^{\circ} 45' N.$, LONG. $124^{\circ} 00' W.$

R. C. Horne Lt. (i.g.) U.S.N.R.

0800-1200 C/c 192° pcc 174° pcc 173.5° psc. ON 22 PLAN #11 frequent inspections made of deck cargo. Weather, Heavily overcast, Fresh N.W. breeze, Mod beam sea & low swell vessel rolling easily.

H. J. James, USNR

POSITION 1200: - LAT. $34^{\circ} 44' N.$, LONG. $124^{\circ} 15' W.$

1200-1600 as before zigzagging on plan #11 base course 190° gyro. 1200 tested whistle and engine room telegraph - 1200 unknown ship sighted bearing 259° , distant about 10 miles. Weather heavily overcast, wind fresh northwesterly - moderate sea and low swell. vessel rolling easily.

Ens. H. B. Conklin, USNR

16-20 Conditions as before. No remarks.

B. T. M. Jenkins, Lt. Com. USNR

POSITION 2000: - LAT. $32^{\circ} 34' N.$, LONG. $124^{\circ} 48' W.$

20-24 as before zigzagging on plan #11 base course 192° gyro. stopped zig zag plan at 2200. changed course to 224° gyro at 2205. changed to 12 nozzles at 9.30 P.M. at 2200. Set all clocks back 30 min at 2300. Weather same as before with occasional steam and moon visible

R. C. Horne Lt. (i.g.) U.S.N.R.

MARCH 12

0-4 CONASE 2240 psc 208 pwh 207.5 psc. Weather, cloudy
gentle NW by breeze, long low swell. Regular inspections
made. H. J. James. U S M R.

U.S.S. Hercules (AK-41)

War Diary

Zone Descr. + 8

March 12, 1943

0-4 Course 224° pb. 208° wh 207.5 psc. Weather cloudy at sea
gentle NW by breeze, long low swell, regular surf
made J. Jaws Lt. #54R

4-8 Course 224° gyro. at 0600 course changed to 244° gyro at 0645
set condition 2 at 0708 secured condition 2. Weather cloudy with
light northwesterly breeze - low swell

Ens. D. B. Conklin U.S.N.R.

Position 0800 :- LAT. 30°-00' N., LONG. 127°-26' W.

8-12 As before. 0800 C/P to 224°, secured hand steering,
now using automatic. Weather partly overcast,
sea calm, wind NW force 1. 1030 wind shifted
to East, force 2.

Position 1200 :- LAT. 29°-03' N., LONG. 128°-18' W.

12-16 As before. Continued on course 224° using automatic steering.
Weather partly cloudy wind ^{South} force 1. Tended whistle and
engine room telegraph at noon

RC Anne Lt. (Sg.) U.S.N.R.

4-8 As before, 1900 C/P 204° pb. 187.5 pwh 198° psc
16-20 1845 set condition 2. 1945 Secured from condition
2. Weather, overcast with gentle variable breeze
smooth sea and short low swell

J. Jaws Lt. #54R

Position 2000 :- LAT. 27°-19' N., LONG. 130°-03' W.

20-24 as before, course 204° gyro. 2100 course changed to 225° gyro - 2150 received
part of message concerning distress of SS. Gen Somers - 2300 clocks
retarded 30 minutes - Weather, overcast with gentle South to
Southwesterly breeze.

D. B. Conklin Ens. U.S.N.R.

March 14, 1943

War Diary

at Sea

0-4 Conditions as before. Weather, fresh SELY breeze, moderate rough sea, short low swell, shipping light spray over weather rail

J. James Lt. J.G. U.S.N.

4-8 as before $\pm\pm$ on Plan 19 base course 225° gyro- 0420 unidentified vessel sighted abeam to port - called general quarters
 0425 Course changed to 300° - 0430 Course changed to 280°
 0435 Course changed to 260° - 0440 Course changed to 240° -
 0445 Course changed to 225° - 0500 Commenced $\pm\pm$ on Plan 19 -
 0510 secured from general quarters - posted conditions II - 0559
 0559 unidentified vessel sighted dead astern on base course approximately 10 miles distant - 0608 ceased $\pm\pm$ resumed
 mean course 225° - 0642 secured condition II - vessel no longer in sight. Weather, fresh southeasterly breeze, moderate rough sea, short low swell, shipping spray over weather rail.

A.B. Conklin Ens., U.S.N.

Position 0800 :- Lat. $20^\circ - 12' N.$, Long. $137^\circ - 42' W.$

12

~~12-16~~

8-12 Conditions as before. No remarks. Wind fresh southeasterly, moderate beam sea, scattered clouds.

R.M. Guckin

Position 1200 :- Lat. $19^\circ - 41' N.$, Long. $138^\circ - 24' W.$

12-16 Course 225° gyro 93 R.P.M. until 1235 ϕ 223° gyro. Commenced zig zag plan #11 at 1300. Weather partly cloudy wind SE force 4 sea moderate with large swells

R. Horne Lt. (S.G.) U.S.N.

War Diary
USS Hercules

March 14, 1943

At Sea

16-20

1820 Set condition 2 1855 cease zigzag and
Resume base course 273°

1900 $\frac{1}{2}$ 193° pbc 177 pwh 178 psc 1915 Secure from
condition 2. Weather partly cloudy and clear
Fresh S Ely breeze, Moderate rough sea and
short low swell, Vessel rolling moderately
at times

J. Jams. Lt. H. S. R.

POSITION 2000 :: LAT. 18° 00' N. , LONG. 139° 53' W.

20-24 On course 193° gyw - 2100 changed course to 223° gyw -
2300 clocks retarded 30 minutes - Weather partly cloudy -
moderate southeasterly breeze - moderate sea and swell -

D. B. Conklin, Enw. USNR.

U. S. S. Hercules
war diary
Zone Desor. + 9

March 15, 1943

At Sea.

0-4 weather clear, moderate beam sea, wind S.E., force 3.

Steaming on course 223° p.g.c. No remarks

P. F. M. Jenkins, Lt. Cdr., USNR.

4-8 continued on course 223° p.g.c. until 0600 when course was changed to 243° p.g.c. weather partly cloudy moderate sea wind S.E. force 3. No remarks. Lullant set at 0530 sound at 0625

R. C. Horne Lt. (Sg.) USNR

POSITION 0800 :- LAT. 15° 28' N. , LONG. 142° - 15' W.

8-12 0800 to 223° p.g.c. 208 pwh 210 psc. Weather, partly cloudy and clear. Strong Ely breeze, rough sea and moderate swell. Vessel rolling moderately.

J. J. Jones Lt. USNR.

Position 1200 :- Lat. 14° - 35' N. , Long. 143° - 05' W.

12-16 On course 223° gyro - 1227 course adjusted to 220° gyro - weather, partly cloudy - strong easterly breeze, rough sea, moderate swell.

G. B. Blonkin, Ens., USNR

16-20 Scattered clouds, mod. rough sea, wind E. x S. force 4. Barometer falling steadily since 0900. Reads 29.99 at 1600. 1900 to 200° p.g.c.

P. F. M. Jenkins, Lt. Cdr. USNR.

POSITION 2000 :- LAT. 12° - 47' N. , LONG. 144° - 30' W.

20-24 Scattered clouds mod. rough sea, wind E x S force 4. continued on course 200° p.g.c. until 2100 when course was changed to 220° p.g.c.

R. C. Horne Lt. (Sg.) USNR.

USS Hercules

War Diary

Zone down #10

March 16, 1943

At Sea.

0-4

00004c 240° p.c. 226° p.h. 228° p.c. 02004c 220° 206° p.h. 208° p.c.

Weather, partly cloudy, moderate Ely breeze, sea and swell,

J. James Lt. USNR.

4-8 0400 course changed to 200° gyro - 0517 set condition II - 0554 secured condition II - 0600 changed course to 220° gyro - weather, partly cloudy - moderate easterly breeze, sea and swell

A.B. Conklin Ens. USNR

Position 0800 :- Lat. 10°-00' N., Long. 146°-47' W.

8-12 Conditions as before. 1000 Held target - practice for 20mm and 30 caliber machine-guns. 1035 secured target - practice. weather mostly overcast, sea slight, wind E x S force 3.

B.F.M. Jenkins, Lt. - Com, USNR.

Position 1200 :- Lat. 09°-20' N., Long. 147°-31' W.

12

12-4 continued on course 220° p.g.c., weather partly cloudy wind E x S force 3. sea moderate 02 with slight land swells.

Spd 12 nozzles 93 RPM

A. Horne Lt. USNR.

16-18 Same as before, no remarks.

J. James Lt USNR.

18-20 Course 220° gyro - 1800 set condition II - 1845 secured condition II - 1900 course changed to 240° - weather, partly cloudy, light squall - light sea and low swell -

A.B. Conklin Ens. USNR.

Position 2000 :- Lat. 7°-36' N., Long. 149°-00' W.

20-24 As before. wind easterly - sea slight, mostly overcast

2100 c/c to 220° p.g.c.

Insert - 2300 - Retard clocks 23^m

B.F.M. Jenkins, Lt. Com, USNR. 19

U.S. Hercules
War Diary

Zone descr. +10

At Sea

March 17, 1943

0-4 Continued on course 220° g.p.o. weather partly cloudy
with occasional squall. Wind SE force 3 Sea moderate.

R. C. Horne Lt (Sg) U.S.N.R.

4-8 0500 $\% 200$ pbc, 186 pwh 188 psc Set condition 2
0550 Secured from condition 2, set condition 3
0700 $\% 220$ pbc 206 pwh 207.5 psc. Weather, Fresh SEly
breeze, Rough beam sea and moderate swell.

Position 0800 :- LAT. $4^{\circ} 43' N.$, LONG. $151^{\circ} 00' W.$
J. James Lt. U.S.N.R.

8-12 On course 220° - 1100 Held Fire Drill. 1112 secured from
fire drill - Weather - Fresh southeasterly breeze, rough beam
sea and moderate swell.

A. B. Bonkin, Ens., U.S.N.R.

Position 1200 :- Lat. $4^{\circ} 10' N.$, Long., $151^{\circ} 42' W.$

12-16 Conditions as before - wind E x S, sea mod. rough - weather
clear. No remarks.

B. F. M. Tucker, Lt. Com., USNR

16-20

Continued on course 220° p.g.c. until 1900 when course
changed to 240° . Weather mild wind E x S sea mod. rough
clear sky. moon bright.

R. C. Horne Lt (Sg) U.S.N.R.

Position 2000 :- LAT. $2^{\circ} 36' N.$, LONG. $153^{\circ} 17' W.$

20-24 2100 $\% 220$ pbc 206 pwh 208 psc.

2300 Retarded clocks 23 minutes. Weather partly cloudy
Fresh Ely breeze, Rough quartering sea and moderate
swell.

J. James Lt. U.S.N.R.

U.S.S. Hercules
War Navy

March 18, 1943

Zone descr. F 10

At Sea

0-4 On course 220° - 0203 sighted unidentified vessel abeam to port - called general quarters - course altered to 290° - 0221 c/c to 270° - 0223 c/c to 250° - 0225 c/c to 230° - 0227 c/c to 215° - secured from general quarters - vessel out of sight -
Weather partly cloudy - easterly breeze - moderate sea and swell.
B. Bonkin, Ensign USNR.

4-8 As before - Scattered clouds, moderate sea, wind E x S, force 3. 0500 c/c to 200° p.g.c. 0507 Sighted aircraft carrier 2 pts forward of port beam. Called Captain. 0510 c/c to 215° p.g.c. 0522 Challenged by carrier & replied. Carrier identified herself as ACV 12, U.S.S. Copakee; appears to be making approx. same course as Hercules and to be zigzagging. Hercules gradually passing carrier. 0730 Carrier bears 75° T distant 7 mi.
B. Bonkin, Lt. Cdr. USNR.

Position 0800: - Lat. 00°-07' S., Long. 155°-38' W.

8-12 Continued on course 215° p.g.c. Scattered clouds moderate sea, wind E x S force 3. Carrier Copakee no longer in sight since 1130
McHarne Lt. (Sg.) USNR.

Position 1200: - Lat. 00°-56' S., Long. - 156°-20' W.

12-16 1200 c/c 217° p.g.c. 202.5 p.u.h 205° p.s.c. Partly cloudy fresh Ely breeze, rough quaternary sea and moderate swell.
J. James Lt. USNR.

16-20 Course 217° gyro - 1742 set sunset condition II - 1830 course changed to 197° gyro - 1841 secured condition II - Weather, clear, fresh easterly breeze, rough quaternary sea and moderate swell
B. Bonkin Ensign USNR.

Position 2000: - Lat. 2°-51' S., Long. 157°-39' W.

20-24 As before. Weather clear - wind E x N, force 3, sea moderate. 2100 c/c to 219° p.g.c. 2300 Retarded clocks 23 m.
B. Bonkin Lt. Cdr. USNR.

U.S.S. Hercules

March 19, 1943

Zone descn +10

At Sea

0-4 Continued on course 219° p.g.c. weather partly cloudy. Wind E x N. force 3. sea moderate.
R. Horne Lt. (sg.) USNR

4-8 0500 set condition 2, 0535 secured from condition 2 and set condition 3, Course same, Weather, Partly cloudy, Fresh N'ELY breeze, Rough following sea and moderate confused swell,
J. James Lt. USNR
POSITION 0800 :- LAT. 5°-56' S., LONG. 159°-52' W.

8-12 course 219° gyro. 1000 tested aft steering apparatus; instructions in use of aft steering station given to officers and helmsmen. Weather, partly cloudy - fresh northeasterly breeze, rough following sea and moderate swell
B. Franklin Ens. USNR
POSITION 1200 :- LAT. 6°-52' S., LONG. 160°-39' W.

12-16 As before - wind NE force 4, moderate surface sea from NE and long ground swell from southward. 1400 "Mare's tails" clouds, followed by slightly hazy appearance of the sky in every quarter except North. 1600 NE breeze moderating.
B. Franklin Lt.-Com. USNR

16-20 Continued on course 219° p.g.c. until 1804 when course changed to 220° p.g.c. wind force 3 NE. moderate sea long swells. Sky partly cloudy moon visible. Set condition II at 1749 secured at 1840.

R. Horne Lt. (sg.) USNR
POSITION 2000 :- LAT. 8°-41' S., LONG. 162°-13' W.

20-24 Same as before. No remarks.

J. James Lt. USNR
28

U.S.S. Hercules
War Diary
Zone descr. +11

at Sea

March 20, 1943

0-4 Course 220° gyro - Weather, overcast, fresh south westerly breeze - moderate sea, long low swell -
B. Conklin Ens. USNR.

4-8 As before. Weather mostly overcast - sea calm, slight swell - wind WSW force 2. 0500 C/c to 240° H.g.c.
0730 wind shifted to NNE force 2.
B. F. M. Luckin Lt.-Cdr., USNR.

POSITION 0800 :- LAT. 11°-19' S., LONG. 164°-26' W.

8-12 Continued on course 240° p.g.e. until 0800 when course changed to 222° p.g.e. Captain's inspection secured at 1040. Weather partly cloudy to cloudy. Sea calm, slight swell - wind WSW force 2 until 1030 when changed to WNW force 2. Solar halo at 1130
P. Horne Lt.(jg) USNR.

POSITION 1200 :- LAT. 12°-08' S., LONG. 165°-15' W.

12-4 Same course, Weather Overcast, frequent light to moderate passing rain squalls. Gentle Nly breeze slight confused sea and swell.
J. James Lt. 4544

16-20 Course 222° gyro - 1730 set sunset condition II - 1818 course changed to 224° gyro - 1824 secured condition II - 1905 vessel sighted 3 points off the port bow - appeared to be empty cargo ship traveling NE - 1930 vessel passed from view - Weather, overcast, gentle northerly breeze - slight confused sea and swell
B. Conklin Ens. USNR.

POSITION 2000 :- LAT. 13°-55' S., LONG. 166°-45' W.

20-24 Conditions as before. Sea calm, except irregular swell - wind NW force 1 - weather mostly overcast - occasional squalls. 2015 Sighted freighter distant about 15000 yds on port bow bound NE.
B. F. M. Luckin, Lt.-Cdr., USNR. 23

Mar. 21, 1943

N. E. S. Hercules
Wan Wiary
Zou descr. + 11

At Sea

0-4 Continued on course 224° p.g.c. Sea calm, irregular swells Wind NW force 1. Weather partly cloudy. Full moon from 0300

R. H. Stone Lt. (Sg.) USNR

4-8 Same course, 0445 set condition II 0500 commenced zig zag plan 11, 0530 secured from condition II set condition III 0555 sighted unknown vessel hull down ϕ 200 true, bound northeast, cloudy to partly cloudy, smooth sea light northwest breeze, low swell. J. James Lt. 4544
Position 0800: LAT. $16^{\circ}-38' S.$, LONG. $169^{\circ}-00' W.$

8-12 as before $\Xi \Xi$ on plan 11, mean course 227° gyro - weather, partly cloudy, light northwest breeze, smooth sea, low swell, J. James Lt. 4544
Position 1200: LAT. $17^{\circ}-04' S.$, LONG. $169^{\circ}-52' W.$

12-16 Conditions as before. 1200 ϕ 225° on Z/Z Plan # 11. weather partly cloudy, cumulus clouds in every direction. Sea calm except for long ground swell from southward. Wind NNE force 2. 1400 noticed incomplete water 5/100 to starboard. 1545 wind now SSE force 3. local squalls. Sea slight, with long southerly swell.
R. H. Stone Lt. (Sg.) USNR

16-20 Continued on base course 225° zig zag plan # 11. weather partly cloudy, cumulus clouds all around. Long swells in sea moderately rough. Wind south force 2 Condition II set at 1730 secured at 1830. Flashes of lightning in North & southwest
R. H. Stone Lt. (Sg.) USNR
Position 2000: LAT. $18^{\circ}-37' S.$, LONG. $171^{\circ}-26' W.$

20-24 Conditions as before, 2300 cease zig zag and resume base course 225° p.g.c. 205 pwh 210 psc J. James Lt. 4544

U.S.S. Hercules
war diary
Zone Desc. + 12

March 22, 1942

At Sea

0-4 Condition as before - on course 220° gyro
A.B. Conklin Ens. USNR

4-8 Course 225° p.g.c., 205° p.w.c., 210° p.s.c. weather clear,
sea slight, southerly swell moderating, wind SE, force 3.
0500 Commenced $\frac{2}{2}$ on Plan 38. 0725 Adjusted base course
to 227° p.g.c.
J.P.M. Lusk, Lt. Com., USNR.

POSITION 0800: LAT. $21^{\circ}-04'S$, LONG. $173^{\circ}-56'W$.

8-12 Continued on course 227° p.g.c. using $\frac{2}{2}$ plan #38
sighted island^(Ena) on starboard bow at 0944. Weather clear.
Sea slight with long swell moderating. Wind SE force 3
Passed Ena Island abeam 30.8 mi at 1121 J.P. Home Lt. Com. USNR.
POSITION 1200: LAT. $21^{\circ}-51'S$, LONG. $174^{\circ}-45'W$.

12-4 1200 cleared zig zag and to 263° p.g.c. 241.5° p.w.c. 242° p.s.c.
1205 commenced zig zag plan # 11
1510 sighted "Ata" Island 240° p.g.c. distance 37 miles
approximately. Partly cloudy, moderate Ely breeze, sea and
swell J. James Lt. USNR

16-18 as before $\frac{2}{2}$ on plan 11, base course 263° gyro - 1726 set conditions
1728 Ata Island abeam 13 miles distant - weather, partly
cloudy - light easterly breeze, sea & swell A.B. Conklin Ens. USNR.

18-20 As before - weather clear - sea slight, moderate southerly
swell - wind ESE force 3. No remarks.
J.P.M. Lusk, Lt. Com., USNR

POSITION 2000: LAT. $21^{\circ}-51'S$, LONG. $174^{\circ}-45'W$.

20-24 As before - weather partly cloudy - sea slight,
moderate southerly swell, wind S force 3
J.P. Home Lt. Com. USNR.

1195 Hercules
Wal Oary

March 24, 1943.

Zone +12 "Maudslayi Day" at sea.

0-4 0000 advanced clock 24 hours.

Course and weather as before.

J. J. James #45NR

4-8 as before $\Xi\Xi$ on plan 11 base course 263° gyro - 0435 set condition II for sunrise - 0535 secured condition II. Weather, partly cloudy, light easterly breeze, southerly swell, following sea -
Blonkin Env. 45NR.

POSITION 0800: - LAT. $22^\circ 35' S.$, LONG. $179^\circ 29' E.$

8-12 As before. Weather mostly overcast, sea slight, with long rollers from WSW. Wind $E \times N$, force 3. 0915-0945 made powder tests for 3" .50 cal. guns. Found satisfactory.
R. B. M. Jenkins, Lt. Com. USNR.

Position 1200: Lat. $22^\circ 48' S.$, Long: $178^\circ 21' E.$

12-16 As before. Weather partly cloudy to overcast at 1530. Wind $E \times N$ force 2 until 1530 when force 3. Sea slight with long rollers or swells.

R. C. Horn #159 USNR.

16-20 Same course and $\Xi\Xi$ Plan. 1715 set condition # 1830 Secure from condition # Set condition III Heavily overcast, moderate E breeze, sea and swell. Vessel rolling heavily at times

J. J. James #45NR.

POSITION 2000: - LAT. $23^\circ 05' S.$, LONG. $176^\circ 03' E.$

20-24 2000 cease $\Xi\Xi$, c/c to 269° gyro. 2005 commenced $\Xi\Xi$ on plan 11, base course 269° gyro. 2300 clock retarded 17 minutes. Weather, heavily overcast, moderate easterly breeze, low sea, moderate swell
Blonkin Env. 45NR

Insert: During 8-12 watch, passed several patches of the discolored water often noticed in this territory. Rfm.

U.S.S. Hercules
War Diary

March 25, 1943

Zone descr. - 12

At Sea.

0-4 Steaming on course 269° p.g.c., 244.5° p.w.c. using Z/Z Plan #11.
93 RPM. Weather overcast, sea slight with moderate
southwest swell. Wind easterly, force 3. No remarks.

R. J. M. Leukin, Lt. Car., USNR.

4-8 Base course continued on 269° p.g.c., 244.5° p.w.c.
using Z/Z plan #11. Spd - 93 RPM. 12 nozzle. Weather
overcast with moderate rain 0500 - 0640. Wind NW force 3
moderate southwest swell. Sunrise ~~edita~~ - H watch set at
0450 resumed at 0555

R. J. M. Leukin, Lt. Car., USNR.

POSITION 0800 :- LAT. $23^{\circ} - 14' S.$, LONG. $171^{\circ} - 29' E.$

8-12 Same course and Z/Z plan. Weather heavily overcast
with continuous light drizzle. Moderate northeast
breeze, sea and swell.

J. J. Jans, Lt. USNR.

Position 1200 :- Lat. $23^{\circ} - 14' S.$, Long. $171^{\circ} - 19' E.$

12-16 As before Z/Z plan 11, base course 269° gyro - 1240 sighted vessel ascertained
to be USS Republic - 1245 sighted second vessel ascertained to be
Destroyer Escort 19 - 1254 base Z/Z - 1301 Course changed to 034° gyro -
1309 c/c to 000° gyro - 1313 c/c to 269° gyro - 1316 c/c to 220° gyro -
1319 c/c to 200° gyro - 1326 c/c to 269° gyro - 1330 commenced Z/Z
on plan 11, base course 269° gyro - Weather, heavily overcast and rain -
changed to partly cloudy - moderate northeast breeze, sea and swell

R. J. M. Leukin, Ensign, USNR.

16-20 As before - weather partly cloudy - sea slight, wind easterly,
force 3. 1930 Adjusted base course to 270° p.g.c.

R. J. M. Leukin, Lt. Car., USNR.

POSITION 2000 :- LAT. $23^{\circ} - 25' S.$, LONG. $168^{\circ} - 58' E.$

U. S. S. Hercules

March 25, 1943

War Heavy

20-24

Continued on course 270° p.g.e. $2/2$ plan #11. Weather partly cloudy, wind SE force 3. Sea moderate with long swells. At 2050 sounded general quarters for an unidentified vessel which challenged us. Course was changed immediately from 280° to 180° to present stern. Sounded gen. quarters at 2100. Back on $2/2$ plan at 2110 course 270° p.g.e. 2135 sighted unidentified ship ^{3/2} and changed course 30° right. 2140 back on ~~two~~ course 270° p.g.e.
R. Thorne Lt (S.g.) USNR.

U.S.S. Hercules
War Diary

March 26, 1943

Zone - 11

At Sea & Arrival

0-4 0250 Cease $\Sigma\Sigma$ and resumed base course.

0300 c/c 325°psc, 309°pwh 313psc.

0310 Commence $\Sigma\Sigma$ Plan 38, 0330 sighted unknown vessel at 295° Sound Ely. Weather, Partly cloudy Moderate S Ely breeze, sea and low swell.

J. Jones Lt. 75908

4-8 as before $\Sigma\Sigma$ on plan 38, base course 325° ggrs. 0438 set sunline condition II - 0616 sighted patrol plane - 0620 plane challenged us with Peter Williams then George - 0623 replied with X-ray 241 and plane departed - 0625 c/c to 360°, cease $\Sigma\Sigma$ - 0646 c/c 028° ggrs. 0701 sighted vessel ahead to starboard - 0710 various vessels sighted ahead to port and starboard - 0727 lighthouse dead ahead - 0734 Land sighted 3 points off port bow - 0740 Destroyer 2 points on port bow 0745 Destroyer challenged us with Obce Easy - Hercules replied with Van Charlie Hypo Easy - 0753 Engineer on maneuvering speed - 0755 Time of arrival - Weather as before

H. B. Conklin Ens. 454 R.

POSITION 0800: - LAT. 22° - 32' S., LONG. 166° - 25' E.

8-12 Approaching Noumea, New Caledonia. Weather partly cloudy, sea slight, wind SE, force 4. At 0745 Love or 0845, Mar. 25, Zebra, Destroyer Cummings #365 signalled by blinker "OE". Hercules replied "NCH E". At 0750 Destroyer signalled "LOY"; Hercules made no reply as recognition signals posted by Communications Dept. did not carry this signal for this date. 0759 Hercules required by Cummings to turn around until identified. 0805 Hercules requested permission to proceed. 0807 Cummings signalled "Why do you not have recognition signals?" 0808 Cummings signalled "Sorry to have delayed you". 0810 Cummings departed and Hercules proceeded. 0832 French pilot L. Henin aboard. 0905 Rounding Amidée Isl. Met U.S. Tamber #65 outbound. 0923 c/c for Memo Bay on signal instructions from Port Director, Noumea. 1016 Anchored Memo Bay in approx. 8 fathoms with 60 fa. chain to the water's edge. Ripping to the Starboard anchor. Bearings - Porcupine Isl. 125° T, Tule Isl. (S. tangent) 095° T LaSalle Pt. 047° T. Ship's draft 29

March 26 (Cont.)

29'09" ^{aft} ~~ford~~, 23'06" ~~ford~~. 1015 Lowered stbd. gangway.
1036 Ens. Nishkin, 37th C. B. aboard from Magenta Dock
to arrange for unloading deck cargo. 1050 Motor whaleboat
2 hoisted out and sent ashore with Pilot, Mail Orderly,
and Communication Officers. 1053 Ens. Nishkin ashore.
B. F. W. Lusk, Lt. Cdr., USNR.

12-16 1235 Captain & Executive ashore to report arrival and
request orders. 1254 Secured main engines. 1355
N. Z. ~~British~~ floating crane "Rapak" alongside to unload planes,
Lt. Heath commanding. 1410 Pontoon Barge alongside
from Magenta. Commenced unloading planes and 12 tons
general cargo from # 1 hold. 1705 Floating crane departed,
secured cable

16-20 1650 Captain & Executive returned aboard. No remarks.
1705 Floating crane departed, secured unloading.

● 20-24 Conditions as before. Weather squally with occasional
severe wind & rain squalls. Wind SE. Sea rough.
B. F. W. Lusk, Lt. Cdr., USNR.

Note - Immediately after anchoring, side-painters were
put over the side and commenced painting ship's hull.

U.S.S. Hercules
War Diary

March 27, 1943

Zone deser. - 11.

Hemo Bay
New Caledonia

0-12 At anchor in Hemo Bay discharging cargo and awaiting orders. Weather partly cloudy, wind ENE, sea slight. 0615 Side-painters turned to. 0815 Barge alongside from Magenta Docks with Ens. Mishkian and approx 20 native Stevedores in charge Sergeant Sgt. Gold, A.T.S. to unload general cargo from #1. ~~SSS Darby, C.V., Phm 3/c, Katona, G.N., Jr., Phm 1/c, and Maguire, R.E., Phm 3/c all USNR, transferred to Receiving Station, Noumea.~~ 1600 Pontoon barge away, Noumea cargo unloading completed. Second barge alongside to unload dunnage. 1135 Capt. M.C. Stone, W.S.A. representative, aboard for dinner.

12-24. 1350 Pontoon barge away with dunnage. Draft forward 23', aft 30'. No further remarks.
D. T. M. Jenkins, Lt. - Cdr., USNR.

Note. Cargo discharge at Noumea on this voyage in charge Army Transportation Service, Capt. Strandberg. Manifest delivered to that officer and receipted for by him.

U. S. S. Hercules
war diary

March 28, 1943

Zone deser. - 11

Henno Bay
New Caledonia

0-12 At anchor awaiting orders. Weather complete overcast, occasional rain. Wind SE, force 3 to 4. 1000 Instruction class in Seamanship, - knots, bands, tackle, etc. for all Deck Officers, under Commanding Officer.

12-24 Conditions as before - 1300 - 1500 Instruction in practical seamanship continued under Commanding Officer.

B. J. M. G. Gubkin, Lt. Comdr., USNR.

U. S. S. Hercules
War Diary
Zone Descr. - 11

March 29, 1943

Memo Bay

0-4 At anchor in Memo Bay awaiting orders.
Weather - scattered clouds, wind - light airs from
NW and North. Sea - calm. No remarks.

4-8 Conditions as before - no remarks.

8-12 As before. 0900 Instruction for all Deck Officers
in After Steering Station and Steering Engine Room
mechanism, as well as Emergency Tiller operation.
1000 Demonstration of operation of sounding Ma-
chine for all Deck Officers. 1000 Hercules re-
quested permission of Port Director, Noumea to
shift berth to Dumbea Bay. 1035 Permission
granted. Making all preparations to get underway.
1146 Commenced heaving up. 1158 Underway to
Berth 25, Dumbea Bay, in accordance with visual
signal 282240 of Port Director.

12-16 Steaming from Memo to Dumbea Bay, New Cale-
donia, on various courses conforming to channel.
Captain at Com, Executive & Navigator on Bridge.
Weather clear, visibility unlimited. 1353 Anchored
Berth 15 Dumbea Bay, in approx. 9 fa. of water,
with 60 fa. of chain on the windlass, riding to the star-
board anchor. Wind west, force 5, weather clear.
1500 Port Director representative, Cdr. Leaven, aboard
for vital statistics and to leave port information.
Anchorage bearings - Ile de Freycinet 98°, Porokile "C" 20°, Pt Kai-
ambo "A" 305°.

~~16-24~~

16-24 Conditions as before. Weather clear, scattered clouds, wind
NW, force 5 to 6, sea choppy. No remarks.
B. F. M. Lubeck, Lt. Com., USNR.

U. S. S. Hercules
war diary
Zone descr - 11.

Dumbear Bay
New Caledonia

March 30, 1943

0-12. At anchor awaiting orders. weather clear, wind N.W. force 4. 0800 to 1200 Decks crew painting weather decks, masts, boats, etc. No remarks.

12-24. 1245 Commanding Officer ashore. 1300-1600 Decks routine. Landing-party drill for engineer force detail. 2030 Commanding Officer returned aboard.
B. T. M. Guckin, Lt. Cdr., USNR

March 31, 1943

0-12 At anchor. weather partly cloudy, wind S.W., force 3. 0800 to 1130 Painting weather decks, stacks, signaling posts etc. 0915 Hoisted out No. 1 motor whaleboat for dry garbage disposal. No barges available. 10930 Loading drill for 3 in. gun crews.

12-24 ¹⁷1530 Commanding Officer to AK 73 (U.S.S. Arided) for dinner. 2115 C.O. returned aboard.
B. T. M. Guckin, Lt. Cdr. USNR

F28

Doc. No.	1879
U.S. No.	04624

AK41/A12-1
Serial: 007

U. S. S. HERCULES

May 13, 1943

C O N F I D E N T I A L

From: Commanding Officer.
To : The Commander-in-Chief, United States Fleet.

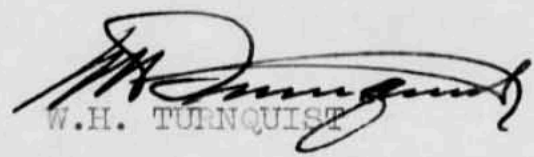
Subject: War Diaries.

Reference: (a) Cominch rst ltr FF1/A12-1/A16-3, serial 3899, of Oct. 19, 1942.

Enclosure: (A) War Diary covering period from April 1, 1943, to May 7, 1943, inclusive.
Fwd Rm 1728 (B) Deck Log covering period from February 27, 1943, to May 6, 1943, inclusive.

1. In accordance with reference (a), enclosure (A) is forwarded herewith.

2. Also forwarded herewith is the Deck Log covering period from February 27, 1943, to May 6, 1943, inclusive.


W.H. TURNQUIST

1943 MAY 26 10 48
COMMANDER IN CHIEF
U.S. FLEET
RECEIVED



U.S.S. Hercules (AK 41)

War Diary

Zone descr. - 11

Dumbea Bay
New Caledonia

April 1, 1943

0-12 At anchor awaiting orders. Painting weather decks, masts, kingposts etc. Weather - scattered clouds, wind South, force 2, sea calm.

12-24 1300 Instruction in which operation for members of deck force. Field day lower decks.
B. F. M. Jenkins, Lt. Cdr. USNR.

April 2, 1943

0-12 Conditions as before. Weather mostly overcast, wind SE force 3. Painting on decks continued. Instructions in practical Seamanship by Commanding Officer for Deck Officers.

0-12-24 As before. Instruction in which operation continued. Field day, weather decks. B. F. M. Jenkins, Lt. Cdr., USNR

April 3, 1943

0-12 Conditions as before. Weather mostly overcast, wind SE, force 4. 1000 Captain's Inspection. 1045 U.S. Navy Training Film "Use of Paint and Preparation of Surface" shown to 1st & 2nd Divisions.

12-24 As before - no remarks.
B. F. M. Jenkins, Lt. Cdr. USNR.

Note: Next higher echelon of Command in this Area is Commander. Southern Pacific.

U.S.S. Hercules

War Diary
Zone des. 1-11

April 4, 1943

At anchor
Dumbea Bay.

0-12. At anchor, Dumbea Bay, New Caledonia, awaiting orders. Weather mostly overcast, wind ESE, force 5, sea rough. No remarks.

12-24 1500 (approx.) U.S.S. Antares entered the Bay and anchored dead ahead of Hercules, distant not more than 200 yds.
B. F. M. Kuchin, Lt. Cdr. USNR.

April 5, 1943

0-12 Anchored as before, awaiting orders. Weather squally, wind ESE force 6, sea rough. 0800 Deck routine. Boat & bridge decks holystoned, scraped and washed down.

12-24 1230 40-foot motor launch borrowed from U.S.S. Antares and sent to USS Castor to haul stores; conditions unfavorable for whale boats.
1400. U.S.S. Delphinus (AF 24) towed into port by two tugs with severe list to port. Anchored in inner harbor.

B. F. M. Kuchin, Lt. Cdr. USNR.

U.S.S. Hercules
war diary

April 6, 1943

Zone descr. - 11

At anchor
Dumbea Bay

0-12. At anchor awaiting orders. weather partly cloudy, wind ESE, force 5, sea rough. 0900 U.S.S. Antares underway and stood out. 1000. Instruction by First lieutenant for all Deck Officers and bridge detail in use of Lux-Rick CO₂ fire-fighting equipment.

12-24 Conditions as before. no remarks.

B.F.M. Jenkins, Lt. Cdr., U.S.N.R.

April 7, 1943

0-12 weather partly cloudy - wind ESE force 5, sea moderate. Deck routine - painting bridge, and # 3 & 4 gun mounts. Sanding and scraping wooden decks. Life-boat inspection. Loading machine drill.

12-24 Conditions as before - no remarks.

B.F.M. Jenkins, Lt. Cdr., U.S.N.R.

U. S. S. Hercules
War Diary
Zone desec. - 11

April 8, 1943

At anchor
Dumbea Bay

0-12 Weather partly cloudy to clear. Wind NE, force 3.
Sea calm. 1000 Instruction in use of Damage-Control
equipment by 1st & 2nd Division Officers.
Painting weather decks continued.

12-24. Conditions as before. No remarks

B. V. M. Luckin, Lt.-Com., USNR.

April 9, 1943

0-12 Weather clear - sea flat calm - light variable air be-
coming S.W. 0815 Aired bedding & bunting. Deck
gang chipping main decks forward. Bridge detail
painting gun tubs, ladders etc.

12-24 Conditions as before. No remarks.

B. V. M. Luckin, Lt.-Com., USNR.

U.S.S. Hercules
War Diary

April 10, 1943

Zone descr. - 11

At anchor
Dumbea Bay

0-12. weather clear - sea calm - light variable air.
0805. Decks Routine - painting weather decks,
shipping paint on fo'c'sle. 1000 Captain's inspection

12-24. wind South force 3. 1300 Two LSTs and eight LCI,
stood in from seaward and entered Grande Rade.
B. F. M. Guckin, Lt. - Cdr., USNR

April 11, 1943

0-12 weather squally - sea mod. rough - wind ESE, force 4.
U.S.S. M. Cawley holding landing party drill on
western shore of Dumbea Bay. 1100 U.S.S. Crescent
City (APA 21) stood in and anchored ^{also} U.S.S. Mercury.

12-24. 1200 U.S.S. Hunter Leggett stood in and anchored
in Dumbea Bay. 1630 U.S.S. Pinsky passed Ile Nou
outbound.
B. F. M. Guckin, Lt. - Cdr., USNR

Note: This diary to date has purposely omitted
the movements of the more important combat
vessels of the fleet.

U.S.S. Hercules
war diary

April 12, 1943

Zone descr. - 11

At anchor
Dumbear Bay

0-12 At anchor awaiting orders. Weather clear, sea calm, wind east, force 3. No remarks.

12-24 As before - wind east, force 5. No remarks.

April 13, 1943

0-12 weather clear, wind East, force 3. 0815 U.S.S. Crescent City underway and stood out.

12-24 Conditions as before. No remarks.

B. F. M. Jenkins, Lt. Cdr., USNR

April 14, 1943

0-12 weather clear, wind North, force 2, shifting to SE, force 3. 1000. U.S.S. Demlap stood in and anchored in Grande Rade. 1030 U.S.S. Sheldrake stood in and anchored in Grande Rade.

12-24. Conditions as before. No remarks.

B. F. M. Jenkins, Lt. Cdr., USNR

U.S.S. Hercules
War Diary

Zone desor. - 11

April 15, 1943

At anchor
Dumbéa Bay

0-12 weather clear - sea calm - wind NE, force 2. 1000 Fire drill, simulating a fire in No. 5 hold.

12-24 1200 to 1730 Task forces 10 & 14 stood in from seaward. weather clear - sea calm - wind SE, force 3.
B. F. M. Jenkins, Lt. Cdr., USNR.

April 16, 1943

0-12 weather clear, sea calm, light easterly wis.

0715 U.S.S. Bridge stood out from Grande Rade and anchored off Pt. Kungu, Ile Noue.

12-24 Conditions as before. wind shifted to SE, force 2.
B. F. M. Jenkins, Lt. Cdr., USNR.

April 17, 1943

0-12 weather partly cloudy, sea calm, light NE breeze.
1000 Captain's inspection.

12-24 wind shifted to SE, force 2. No remarks
Task Force 14 put to sea.
B. F. M. Jenkins, Lt. Cdr., USNR.

U.S.S. Hercules
War Diary

Zone descr. - 11
April 18, 1943

At anchor
Dumbea Bay

0-12 Weather partly cloudy, sea calm, wind NE, shifting to SE force 1 to 2. 1030 U.S.S. Radford (DDH46) stood in from seaward with U.S.S. Palapso

12-24 As before. 1800 (approx) U.S.S. Pres. Adams and Pres. Jackson underway and stood out.
B. F. M. Guckin, Lt. Cdr., USN/A

April 19, 1943

0-12 Weather scattered clouds, sea calm, light variable air. U.S.S. M. Cawley conducting landing party exercises off Ile Frey cove. Flotilla of LCI's underway and stood out.

12-24 Wind shifted to SE, force 2. 1330 U.S.S. Whitney stood out.
B. F. M. Guckin, Lt. Cdr., USN/A

U.S.S. Hercules
War Diary

Zone descr. - II

April 20, 1943

At anchor
Dumbea Bay.

0-12. At anchor, awaiting orders. Weather clear, sea calm, wind North force 2, shifting to SW force 3.

12-24. 1210 U.S.S. Bridge passed western tip of Ile Nou, outbound. Flotilla of LCI boats maneuvering in outer bay. 1730 USS *Glenn* (DD 433) stood in.
R. V. M. Luckin, Lt. Cdr., U.S.N.R.

April 21, 1943

0-12 weather clear - wind N.W., force 3, sea calm. U.S.S. M. Cawley conducting landing practice on western shore of Dumbea Bay. 0825 U.S.S. Pinckney stood in from seaward. 1000 U.S.S. Solace stood in and anchored in Grande Rade, also U.S.S. Chandeleur (AV 10)

12-24 wind W.S.W., force 5. No other remarks.
R. V. M. Luckin, Lt. Cdr. - U.S.N.R.

U.S.S. Hercules
War Diary

Zone descr. - 11
April 22, 1943

At anchor
Dumbea Bay

0-12 At anchor, awaiting orders. Weather hazy. Sea calm. Wind South, force 2. 1000 Task Force 14 returned to port. 1100 U.S.S. Talamanca (AF15) stood in and entered Grande Rade.

12-24 Conditions as before. no remarks. Wind shifted to NNE, force 2 approx 1900.

B.F. M. Luckin, Lt. Comdr., USNR.

April 23, 1943

0-12 weather clear. wind NNE, force 2, sea calm.

0830 U.S.S. Brooks & Gilmer stood in with three LST boats. 0915 U.S.S. John Penn, Pres. Hayes and Geo. Clymer stood in and anchored in Dumbea Bay. U.S.S. Fuller stood in to Grande Rade. All escorted by U.S.S. Chevalier, Ellet & Fleusser.

12-24 Conditions as before. 1205 U.S.S. Lamson stood in. 1630 U.S.S. Talamanca stood out. Wind SSW, force 2.

B.F.M. Luckin, Lt. Comdr., USNR.

U. S. S. Hercules
War Diary

Zone descr. - 11
April 24, 1943

At anchor
Dumbea Bay

0-12 Weather clear - wind NE, force 2, sea calm.
0615 U.S.S. Rinkney, Lamson, Flusser departed.
0815 U.S.S. Woodworth (DD460) stood in.

12-24 Wind South, force 2. 1515 U.S.S. John Pennum.
downway and stood out.
B.F.M. Guckin, Lt. Com., U.S.N.R.

April 25, 1943

0-12 weather mostly overcast - flat calm
No remarks.

12-24 Wind SE, force 3. No remarks
B.F.M. Guckin, Lt. Com., U.S.N.R.

U.S.S. Hercules
War Diary

Zone descr. - 11
Apr. 26, 1943

At anchor
Dumbea Bay

0-12 Weather overcast, wind ESE, force 3, sea calm.
0830 U.S.S. Crescent City, Pres. Adams and Pres.
Jackson stood in and anchored, escorted by
U.S.S. Mahana Cummings.

12-16 Conditions as before. Weather mostly overcast.
Wind ESE, force 5, sea mod. rough.

16-20 As before. Commenced securing ship for sea, in
accordance with despatch from ComSOPAC
NR 45 - 260325. 1730 Asst. Communications
officer ashore to check effective publications
and other data.

20-24 As before. Rain squalls. Wind moderating.
2200 whaleboat returned with Communications
Officer.

A. J. M. Luckin, Lt.-Col., USNR

U.S.S. Hercules
War Diary

Zone descr. - 11
April 27, 1943

At anchor
Dumbear Bay
New Caledonia

0-4 At anchor off Noumea. 0600 Task force #36.8.1
4-8 stood out. Making all preparations to get under
way. Ship secured for sea. Draft 23' 10" for'd.,
28' 08" aft. Weather rain, wind SE, force 4
sea slight. 0640 Commenced heaving up.
0651 Underway for Auckland, New Zealand in
obedience to ComSopac despatch NR 45-260325.
Steaming on various courses in accordance
with channel to Bulari Passage, at maneu-
vering speed, using 70 RPM. Captain at conn,
Executive and navigator on the Bridge.

D. F. M. Jenkins, Lt. Com., USNR

8-12 Maneuvering for northern Bulari Passage
at various courses and speeds. Captain
at conn. 0846 - Departure from northern
Bulari Passage, on course 230° per gyro,
speed 92 R.P.M. 0905 - Changed course to
180° per gyro, and commenced zig zag on
plan No. 11, base course 180° True. Rain
squalls throughout watch. Wind and sea
SE, increasing in force and shifting to
ESE. Wind force 7 at end of watch.
Vessel pitching moderately and taking some
sea over bow.

Position 1200: - LAT. 23° - 19' S., LONG. 166° - 23' E.

D. F. M. Jenkins, Lt. USNR

12-16 As before. Weather heavy overcast and frequent
rain squalls. Wind ESE, force 6, sea rough & confused.
1249 Reduced $z/2$ and cp to 141° h.g.c. 1354 Reduced speed
to 66 RPM, estimated to give approx 11.8 knots.

D. F. M. Jenkins, Lt. Com., USNR

U. S. S. Hercules
War Diary

Zone Deser - 11
April 22, 1943

Under way At Sea

16-20 Continued on course 141° until 1800 when course changed to 121° p.g.c. Weather continued overcast Wind SE force 5. Sea rough and S.E. Speeds changed to 70 R.P.M. at 1808 for about 13.8 knots. Condition II watch set at 1845 resumed at 1930

R. C. Howe Lt (jg) USN.R.

20-24

2000 Changed course to 141° gyro and true 136° Pstgc 2300 Advanced clocks fifteen (15) minutes. Weather overcast with rain, rough Ely sea

Paul O. Brouncker Lt(jg) USNR

Position 2000: - LAT. $24^{\circ} 32' S.$, LONG. $167^{\circ} 23' E.$

April 28, 1943

U.S.S. Hercules

Zone desv. - 11

War Diary

At Sea

- 0-4 0000 - Commenced Zig Zag on Plan No. 11, base course $141^{\circ}T$, with speed increased to 72 RPM. Wind and sea, easterly and moderate. Light rain throughout watch.
E. J. Schantz, Lt. USNR
- 4-8 Weather - rain. Wind ESE, force 5, sea moderately rough & confused. 0450 Ceased Z/Z & resumed base course of 141° h-g.c. 0500 c/c to 161° . 0700 c/c to 142° h-g.c. and commenced Z/Z on plan # 11.
B. M. Luckin, Lt.-Cdr., USNR.
Position 0800 :- LAT. $26^{\circ} 30' S.$, LONG. $168^{\circ} 50' E.$
- 8-12 Continued on mean course 142° p.g.c. using Z/Z plan # 11. Weather - occasional rain. Wind ESE force 5, sea moderately rough & confused. Speed 72 RPM.
W. H. Stone, Lt. (j.g.) USNR.
- 12-16 Position 1200 :- LAT. $27^{\circ} 09' S.$, LONG. $169^{\circ} 22' E.$
1200 Ceased Z/Z resumed base course 142° gyro and True $137\frac{1}{2}^{\circ}$ Pstgc. squalls ESE wind and rough ESE sea.
Paul O. Bonnardus, Lt. jg, USNR
- 16-20 - As before, on course 142° True, speed 72 RPM.
1915 - Changed course to 152° True. Wind ESE, force 4. Light rain throughout watch.
E. J. Schantz, Lt. USNR
Position 2000 : LAT. $28^{\circ} 33' S.$, LONG. $170^{\circ} 30' E.$
- 20-24 as before, course 152° gyro - advanced clocks 15 min. at 2300
Weather as before.
A. Corblin, Ensign, USNR

April 27, 1943

U.S.S. Hancock

June 11, 1943 - 11

War Diary

OT Sea

0-4 Continued on course 152° p.g.e. Sea Rough-5 Wind E force 6 rain squalls. There has been no warning in wind but the sea does not indicate we are coming into bad storm. Visibility variable from 2000 yds up.

R. C. Horne Lt. (i.g.) USNR

4-8

Steaming as before on course 152° Gyro and True 146° PSTGC 72 RPM 0559 change course to 150° Gyro and True 145° PSTGC 0612 Changed speed to 75 RPM 0735 Change course to 149° Gyro and True 144° PSTGC. Weather Ely wind force 7 very rough Ely sea

Paul O. Boman Lt. USNR

LTjg USNR

Position 0800 :- Lat. 30°-47' S., Long. 171°-49' E.

8-12 As before, on course 149° True, at 75 RPM. Sea and wind easterly. Wind force 7. Ship rolling moderately to increasing easterly swell.

Edward J. Schwanz, Lt. USNR

12-16 as before, course 149° gyro, 75 RPM. Sea and swell East South East. Wind, moderate gale, force 7. Frequent rain squalls.

Blunkin Cdr. USNR

16-20 Continued on course 149° until 1605 when course was changed to 148° speed 75 R.P.M. Weather same as before - occasional rain Wind E^{SE} force 8 Sea rough with swell East. Condition # at 1715 secured at 1815

R. C. Horne Lt. (i.g.) USNR

20-24

Steaming as before on course 148° Gyro and True allowing 5° leeway at 75 RPM Weather Ocst with Ely wind force 7-8 very rough Ely sea.

Paul O. Boman

LTjg USNR

Zone desor. - 11

U.S.S. Hercules
War Navy

At Sea

Apr. 30, 1943

0-4 As before, steaming on course $148^{\circ}T$. at 75 RPM. 0012 - Changed course to $150^{\circ}T$. 0016 - Reduced speed to 70 RPM. 0318 - Changed course to $152^{\circ}T$. Sea moderating. Wind easterly, decreasing from force 8 to force 5. Light rain throughout watch.

Edward J. Schwartz, Lt. USNR

4-8 As before on course 152° gyro, speed 70 RPM. 0520 set condition II 0530 c/c to 170° gyro - 0600 increased speed to 80 RPM. 0616 c/c to 180° gyro 0650 secured condition II - 0748 sighted vessel broad on starboard bow heading north west - weather, heavily overcast, frequent rain squalls - wind easterly about force 5

Al Conklin Ensign USNR

8-12 Cont'd on course 152° p.p.c. sighted ship broad on starboard bow. 0815 Raised ensign and changed course several times to maximum close enough for signals. Made contact and requested true bearing & distance to Cape Bret which was given as 157° true distance 26 miles. 0826 change course to 157° 0828 set log at 0 0828 c/c 155° and increase speed to 90 RPM. 0840 lowered ensign. Sighted Cape Bret rock at 0935 - 0940 c/c to 145° 0950 c/c 150° . 1005 secured course west. 1007 c/c 152° 1012 Cape Bret Starboard beam distance 2.75 mi. 1045 sighted Knight Island Port Bow. 1030 Depensary turned on 1100 95 R.P.M. Sugar loaf & other rocks visible. Weather occasional rain squall. Wind ERS force 6 sea moderate rough 4

Al Conklin Lt. (jg) USNR

12-16

Steaming as before on course 152° gyro and true 95 RPM 1212 c/c to 178° gyro and true 1214 c/c to 179° GAT 1238 c/c to 180° GAT. 1239 c/c to 185° GAT. 1254 c/c to 182° GAT 1310 c/c to 180° GAT 1330 c/c to 145° GAT. Sail Rock abeam dist. 1.6 miles to port 1435 c/c to 156° GAT 1616 Flat Rock abeam dist 2.7 miles to starboard 1518° c/c to 213 GAT. Various courses to conform with swept channel, captain conning weather O'cast with squalls East wind force 6 rough sea

Paul O. Bernander Ltjg USNR

April 30, 1943 (cont.)

16-20 Conditions as before. Steaming on various courses & speeds entering Auckland Harbor. Captain at com. Navigator on bridge. 1607 Secured de-gauss coils 1625 Arrival. 1643 Pilot Burgess aboard. 1725 Tug William C. Daldy alongside, on port bow. 1744. Lowered port anchor, 15 ft. in the water. 1807.8 Moored to Western Dock, Auckland, starboard side to. 1820 Representatives of Port Director & Shore Patrol & Army Transport Service aboard. Capt. ~~Ross~~ Collins of U.S.S. Taurus aboard to call on commanding officer. U.S. Ships present - John Penn, Rixey, Palamanca, Taurus, Bridge. 1830. Pilot ashore B. F. M. Guckin, Lt.-Cdr., U.S.N.R.

20-24 As before. weather partly cloudy and cool. wind light easterly. no remarks. B. F. M. Guckin, Lt.-Cdr., U.S.N.R.

Note - Ship's draft on arrival Auckland - 23'05" fwd., 28'06" aft.

Note - During the month 52 men received training on guns, 16 drills being conducted by gunnery officers & petty officers. Gun captains and men were drilled in loading, ammunition handling, casualty procedure. 1520 shells were loaded in practice at an average speed of 1.3 seconds per shell. The gunnery officer is Lieut. (J.G.) R. C. Horne, U.S.N.R. - Asst. - Ens. R. M. Gulbenk, U.S.N.R.

Note: During the voyage from Noumea to Auckland, the weather did not offer any opportunity for sights. It is interesting to observe that the patent log maintained a regular rate in spite of the rough sea, and on arrival off Cape Brett proved to have been more accurate than the rpm estimate.

B. F. M. Guckin, Lt.-Cdr., U.S.N.R. 19

U. S. S. Hercules
War Diary

Auckland, N.Z.

Zone desor. - 12

May 1, 1943

0-12 Moored to Western Dock. Weather clear, wind 55W, force 4. 0845. ATS representative and 48 civilian stevedores aboard and commenced discharging 3957 tons petroleum products by order of Comsopac (NR 45, 260325). 0900 Aired bunting. Shore telephone rigged to quarterdecks. 0920 Port anchor raised and secured.

12-24 Conditions as before. 1300 Captain ashore to report to Commander, Naval Operating Base. 2400 Cargo discharged this date 700 tons. Remaining on board 6375 tons. Remaining to unload at Auckland, approx 3300 tons.
B. F. M. Eubank, Lt. Cdr., USN

May 2, 1943

0-12 Weather partly overcast, wind South, force 4. Ship's draft 21'04" fwd., 26'07" aft. 0830 58 stevedores aboard. 0920 Capt. Miller U.S.M.C. aboard to arrange for posting one Marine sentry. 0940. Marine sentry posted aft of deck house to guard entry to mess hall & crew's living quarters.

12-24 Conditions as before. No remarks
B. F. M. Eubank, Lt. Cdr., USN

Cargo discharged this date (May 2) 1163 tons (approx). Remaining on board 5211 tons; remaining to unload at Auckland 2094 tons.

Note: It was found necessary to post a sentry, as stevedores on duty were playing cards in Hercules' mess hall and wandering thro' crew's living quarters.

Zone deser. - 12
May 3, 1943

U S S Hercules
War Diary

Auckland, N.Z.

0-12 Moored to Western Docks, starboard side to, discharging petroleum products. Weather partly cloudy, wind south, force 6. Ship's draft 20' 02" for'd. 25' 06" aft. 0815-0825 72 stevedores aboard. 1001 Commenced taking fresh water. 1115 Tug alongside to move ship away from docks and insert camel, to permit opening fuel port. 1125 Tug completed operation & departed. Camel secured amidships. Draft for'd. 19' 03", aft 24' 10"

12-24 Conditions as before. 1255 Commenced fueling from Pier. 1310 N.O.B. Elect. Mates aboard to check de-gaussing coils. 1830 Permission rec'd. in writing from Marine Dept. of N.Z. to unload cargo after sunset. Filed with Exec. Officer. 1938 Fueling completed. Took 7423.5 bbls. Draft for'd. 20' 02", aft 26' 04"

Insert - 1400 (approx) S.S. Matsonia stood in and moored at neighboring pier, Prince's Wharf.

A. J. M. Lusk, Lt. Cdr., USNR

Cargo discharged this date 1054 tons, remaining on board 4157 tons, remaining to be discharged at Auckland 1040 tons

Zone deser. - 12
May 4, 1943

U.S.S. Hercules
War Diary

Auckland, N.Z.

0-12 Moored alongside Western Dock, discharging cargo. Weather partly overcast, wind S.W., force 4.
0350 Completed unloading from #1 hold.
0215 Completed unloading from #5 hold.
0500 Barometer 29.62, having declined from 29.94 as of noon, May 2. 1050 Operations Officer, N.O.B. aboard with instructions for Hercules to shift berth to Prince's Wharf at 0830 May 5, to load 3000 tons tank farm for Noumea. 0930 #7 hold inloading completed.

1200-24 1300 Commenced testing powder, 3 in & 5 in guns. Weather partly cloudy, wind S.W., force 5. 1900 Completed unloading #6 hold. Completed taking fresh water. Total taken - 396 tons.
O.F.M. Guckin, Lt.-Col., USNR.

Total cargo discharged this date 989 tons. Completed unloading from #3 hold at 2130, #6 at 1900. Remaining on board 3168 tons. To be discharged 51 tons.

Zone descr. - 12
May 5, 1943

U.S.S. Hercules
war diary

Auckland, N.Z.

0-12 Moored alongside Western Wharf. Weather clear, wind S.W. shifting to West with occasional light squalls. 0120 Completed unloading from #3 hold. 0300 Completed unloading #2 hold. All Auckland cargo discharged. Draft fore'd. 17'06", aft 26'02". 0410 All stevedores having left ship, main sentry was secured. 0630 Commenced warming up main engines. Made all preparations for getting underway. 0745 Pilot Burgers aboard. 0830 Two tugs alongside outboard, "W.C. Daldy" & "Teaehina". 0845 Underway to shift berth to Prince's Wharf, Captain, Executive & Navigator on the bridge, Pilot at Com. 0919 Moored alongside Prince's Wharf, starboard side to. 0930 Tugs cast off. Pilot ashore. 1100 Executive Officer ashore. Called on A.T.S. Superintendent, Prince's Wharf to obtain Manifest Receipt and deliver Cargo papers for examination.

Insert - 0730 U.S.S. Rixey underway and stood out
0800 S.S. Matronia underway and stood out.

12-24 Conditions as before. 2215 Completed discharge of cargo destined for Auckland, having unloaded 57 tons from #2 hold this date.

B. V. M. Leuker, Lt. Cdr., USNRA

Insert - 2200 (approx), U.S.S. Delphinus stood in and berthed.

Zone descr. - 12
May 6, 1943

U.S.S. Hercules
War Diary

Auckland, N.Z.

0-12 Moored alongside Prince's Wharf, starboard side to weather mostly overcast, wind SW, force 2. Draft for'd. 17' 8 1/2", aft 26' 02". 0830 18 civilian stevedores aboard and commenced loading in #1 hold. Loading operations in charge A.T.S., Lt. Col. Clayton, at Prince's Wharf, Supervising Officer. 0923 Tibo loading crews comprising 20 men aboard. Holds 1, 3 & 7 loading this date, storage tank plates & frames in #1 & 7, bitumen drums in #3. 1045 Marine sentry posted.

12-24 Conditions as before. Weather partly cloudy, wind west, force 2. No remarks.
D.F. M. Luckin, Lt. Cdr., USNR

May 7, 1943

Ship's draft 18' 10" for'd., 26' aft.

0-12 Weather partly cloudy; rain squall at 0600; wind NW, force 3. 0900 Commenced loading all holds.

12-24 weather partly cloudy, occasional light rain. No remarks
D.F. M. Luckin, Lt. Cdr., USNR

Zone desor. - 12

U.S.S. Hercules
War Diary

Reg. No 755
R.S. No Auckland, N.Z.

May 8, 1943

Ship's draft fwd. 20'01" aft. 26'06"

0-12 Moored at Pinnac's Wharf, starboard side to, loading cargo. weather overcast, occasional rain; wind light variable air. 0105 Port winch #9 out of order. Repaired in 20 minutes.

12-24 Conditions as before. Wind NW, force 3, showers.

1430. U.S.S. Pribney (PH2) stood in and berthed NW side of Pinnac's Wharf.

B. F. M. Guckin, Lt.-Com., USNR

May 9, 1943

0-12 Ship's draft fwd. 20'09" aft 27'07" weather scattered clouds, wind west, force 3.

12-24 Conditions as before, no remarks

B. F. M. Guckin, Lt.-Com., USNR

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

1943 AUG 7 8 16

52439

Zone descr. - 12

U.S.S. Hercules

May 10, 1943

War Diary

Auckland, N.Z.

0-12 Moored at Prince's Wharf, loading tanks from
for Epic. Weather clear, wind S.S.W. force 2.
Ship's draft for'd 21'05", aft 28'09". 0745 Liberty
vessel, berthed at Prince's Wharf forward of
Hercules, shifted berth with help of tug and
another Liberty vessel moved in. 1004 Completed
loading # 7 hold and secured for sea. 1050 Completed
loading # 5 hold and secured for sea.

12-24 Conditions as before. 1300 Completed loading #6
hold & secured for sea. All rigging used in hand-
ling cargo inspected this date.
B. J. M. Guckin, Lt. Comdr., U.S.N.R.

May 11, 1943

0-12 Ship's draft for'd. 23'05", aft 28'07". Weather
mostly overcast, wind W.S.W., force 2.

12-24 As before. no remarks. B. J. M. Guckin, Lt. Comdr., U.S.N.R.

Took 72 tons fresh water this date.

Zone descr. - 12

U. S. S. Hercules

May 12, 1943

War Diary

Auckland, N. Z.

0-12 Moored at Prince's Wharf, loading tank farm. Holds # 5, 6, & 7 secured, still taking on frames in # 1, and 12", 52' ft. pipe in # 2 & 3. Weather - scattered clouds, wind WSW, force 2. Ship's draft for'd. 23'06" aft 28'11". 0700 U. S. S. Taurus underway and stood out.

12-24 1300 U. S. S. Tryon stood in and berthed. 1315 to 1500 Instruction & drill on 3" guns under Gunnery Officer. B. J. M. Luckin, Lt. Cdr., USNR

May 13, 1943

0-12 Ship's draft for'd. 24'08", aft 28'03". Weather partly cloudy, wind SW, force 2. 0700 U. S. S. Cygnus (AT# 23) stood in and berthed. 0845 Started gyro. 1040 3 in & 5 in gun drill. 1145 Secured from drill.

12-24 1318 Commanding Officer ashore for routing orders. 1455 C. O. aboard. 1522 Barge with heavy lift alongside outboard & commenced loading deck cargo of trucks, bulldozers, graders, etc. 1529 # 1 hold secured for sea. 2200 # 3 hold secured.

B. J. M. Luckin, Lt. Cdr., USNR

Note - Total cargo taken at Auckland = 3439 tons.
Total on board - 6622 tons
or 5900 long tons

Zone descr. - 12

U.S.S. Hercules

May 14, 1943

War Diary

Auckland, N.Z.

0-4 Completing loading cargo for Epic at Bruce's Wharf, Auckland. Weather mostly overcast, light variable airs. 0300. Loading completed. Heavy lift barge departed. Ship's draft 26'04" fwd., 27'09" aft, 27'01" mean.

4-8 As before. 0425 R.T.S. detail completed securing deck cargo, consisting of trucks, bulldozers, graders etc. 0545 Commenced turning over main engines. 0700 Made all preparations for getting underway. 0720 Pilot Burgess aboard. 0730 Rec'd. permission to sail, by telephone, from Duty Officer, Area Combined Headquarters. Telephone put ashore.

R. F. M. Gierkin, Lt. Cdr., USNR.

8-12 As before. 0818 Underway for Noumea, New Caledonia, under Operation Order No. 66-43, May 7, 1943 of Commanding Officer, U.S. Naval Operating Base, Auckland. Steaming on various courses & speeds conforming to channel. 0847 Passed thro' net gate. 0902 Forecastle secured. 0915 Executive Officer relieved by Lt. Schwartz. Pilot at conn, Captain & Navigator on bridge.

0950 - On disarming range. 1127 - Completed disarming runs. 1150 - Course 012 T, speed 9.3 RPM. 1158 - Departure; changed course to 032 T, off Ballou's Rock Buoy.

R. F. M. Gierkin, Lt. Cdr., USNR

12-16

Steaming as before on course 032 True & gyro 1223 Change course 030 True & gyro
1232 Flat Rock abeam to port, dist 2.3 miles 1240 Change course 335° gyro & true
1250 Gun watches set, modified condition II 1329 Change course to 324 True & gyro
1432 Sail. Rock abeam to starboard, dist 1.5 miles 1435 Change course to 360° True & gyro
1557 Change course to 332° True & gyro.

Paul O. Rousseau
Lt(jg) USNR

POSITION 1200 :- LAT. 36°-35'S., LONG. 174°-52' E.

May 14, 1943 (Continued)

16-20 Course 332° h.g.c. Weather mostly overcast, wind NW x N, force 3, sea calm. 1605 Passed Sugar Loaf Rock abeam to starboard. 1611 c/c to 334° . 1718 c/c to 332° . 1722 Set Condition II. 1754 Cape Brett abeam to port. c/c to 316° , reduced speed to 85 rpm and set taff-rail log at zero. 1800 Commenced $2\frac{1}{2}$ on Plan 12. 1830 Secured Condition II. 1900 Secured de-gaussing coils. 1925 Sighted small vessel and passed her close aboard to port. Vessel appeared to be a gunboat or patrol craft southbound, and made signal by blinker "UA".

B.F.M. Guekin, Lt.-Cdr., USNR.

Position 2000 - LAT. $34^{\circ}-50'S.$, LONG. $173^{\circ}-58'E.$

20-24 As before Zig Zapping on base course $316^{\circ}T.$, Plan No. 12, at 193 RPM. 2300 - Retarded ship's clock 20 minutes. Wind N.W., force 4. Ship rolling heavily. 2258 - North Cape light abeam to port.

Earl J. Schwab, Lt., USNR

Zone Time - 11

U.S.S. Hercules
War Diary

May 15, 1943

Under way

00-04

Under way in accordance with Operation Order No 66-43 May 7, 1943 of
Commanding Officer US Naval operating Base Auckland, N.Z., for Noumea New Caledonia
On course 316° gyro + true ^{85 RPM} zig-zaging on plan XII 0100 Cease Z/2 resumed
course of 316° gyro + true 0202 Change course to 328° gyro + true reduced speed to
80 RPM

Paul O Bonander
Lt(jg) USNR

4-8 Conditions as before. Weather clear, sea calm, light airs
from easterly. Long, low S.W. swell caused considerable roll.
0600 Set condition II. Increased speed to 85 rpm. and com-
menced Z/2 on plan II. 0630 Set crew's nest lookouts
fore & aft. 0655 Secured Condition II.

B. F. N. Jenkins, Lt.-Com., U.S.N.R.

Position 0800 :- LAT. 32°-27'S. , LONG. 171°-43' E.

8-12 As before, steaming on Zig Zag plan No. 11,
base course 328° T., at 85 RPM. 0850-Sighted
suspicious wake broad on starboard bow, at
about 1200 yards distant. Called general
quarters and maneuvered on various
courses, at increased speed of 96 RPM.
0900-Resumed Zig Zag plan No. 11, base
course 328° T. Fired one round of 3"-50
caliber ammunition from forward gun
at suspicious object on starboard bow.
0905-Reduced speed to 80 RPM. 0912-Secured
from General Quarters. Wind and sea
NE, force 2, throughout watch. Ship
rolling gently to SW swell.

Position 1200 :- LAT. 31°-36'S. , LONG. 171°-07' E.

Edward J. Schwarz, Lt., USNR

12-16

Steaming as before on Base course 328° gyro + true Z/2 plan
XI in use 80 RPM 1220 Reduced speed to 75 RPM 1506 Increased speed
to 78 RPM

Paul O Bonander Lt(jg) USNR

May 15, 1943 (continued)

16-20 Conditions as before. Course 328° h.g.c. 78 rpm. 2/2 plan 11.
Weather mostly overcast, wind N E X E, sea slight, low SW
swell. 1720 Set Condition II. 1810 Sewed Condition II.

B. F. M. Gumpin, Lt.-Cdr., USNA.

POSITION 2000 :- LAT. $30^{\circ}-06' S.$, LONG. $170^{\circ}-00' E.$

20-24 as before, steaming on Zig Zag plan No. 11,
base course $328^{\circ} T.$, at 78 RPM. 2300 - ship's
clock retarded 20 minutes. Wind and sea
NE; wind force 2. Ship rolling gently.

Edward J. Schantz, Lt., USNR

Zone Time - 11

U.S.S. Hercules
War Diary Diary

May 16, 1943

Underway

00-04

Underway in accordance with Operation Order No 66-43 May 7, 1943
of Commanding Officer U.S. Naval Operating Base Auckland, NZ, for Noumea
New Caledonia. Z/Z plan II in use, base course 328° True + gyro 78 RPM
Paul D. Boman
Ltjg USNR

H-8 Conditions as before. Wind NE x E, force 2, weather-scattered clouds, sea slight. 0550 Set Condition II. 0640 Secured Condition II. 0659 Sighted steamer hull down bearing 15° T, apparently a cargo vessel westbound. 0700 Adjusted base course to 330°. 0755 vessel identified as S.S. Hall Young (Am.), bound for Brisbane.
B.F.M. Jenkins, Lt. Cdr., USNR.

POSITION 0800 :- LAT. 27° 40' S., LONG. 168° 10' E.

8-12 As before, steaming on Zig Zag plan No. 11, base course 330° T., at 78 RPM. Sea slight NE. Wind NE, force 2. Vessel rolling gently to NE swell.

Paul J. Schuch, Lt., USNR

POSITION 1200 :- LAT. 26° 51' S., LONG. :- 167° 39' E.

12-16

Steaming as before Z/Z plan II in use Base course 330° gyro true 78 RPM. 1215 Change Base course to 332° gyro true 1227 Reduced speed to 74 RPM

Paul D. Boman
Ltjg USNR

16-20 As before. weather fine, wind NE x E, force 2, slight sea. 1733 Set Condition II 1825 Secured Condition II.

B.F.M. Jenkins Lt. Cdr., USNR

POSITION 2000 :- LAT. 25° 17' S., LONG. 166° 44' E.

20-24 2000 - Changed base course to 351° True, and commenced Zig Zag on plan No. 11, at 80 RPM. Wind NW, force 2, slight sea. 2300 - Ship's doctor reported 20 minutes. Paul J. Schuch, Lt., USNR

Zone Time - 11

U.S.S. Hercules
War Diary Diary

May 17, 1943

0-4

Under way in accordance with operation order 1466-43, May 7, 1943 of
Commanding Officer U.S. Naval Operating Base Auckland N.Z., for Noumea, New
Caledonia, Z/2 plan ZI in use Base course 351° gyro & true 80 RPM

POSITION 0800 : : LAT. $22^{\circ} 37' S.$, LONG. $166^{\circ} 27' E.$

Paul O'Boman

Ltjg USNR

4-8 Conditions as before. Weather - scattered clouds, wind E x S
force 2, sea calm. 0451 Ceased Z/2 and resumed base
course 351° h.g.c. 0501 C/c to $\phi\phi\phi^{\circ}$. 0545 Increased to 90 kts.
Set Condition II. 0555 Sighted mountain range ahead. 0605
C/c to $\phi 1\phi^{\circ}$ h.g.c. 0618 C/c to $\phi 15^{\circ}$. 0630 C/c to $\phi 05^{\circ}$. Secured
Condition II. Made colors. Recovered patent logs. Sighted
Amédée Lighthouse bearing approx $015^{\circ} T$. 0713 C/c to $\phi\phi\phi^{\circ}$.
0720 C/c to 355° . 0721 C/c to 350° . 0724 Asked and rec'd
permission to enter from SC 270. Set main engines on
maneuvering speed. Steaming toward Bulari N. passage
on various courses & speeds. 0722 Time of Arrival.
0745 Entering Bulari N. Passage. Decks relieved by Lt.
Schwartz. 0755 Passed USS *Cum gratia* (DD 365) outbound.
J. V. M. Luskis, Lt.-Cdr., USNR

8-12 Conditions as before. Weather clear - flat calm. 0802
Rounding Ile Amédée to port. Entering Noumea Harbor,
New Caledonia at various courses & speeds conforming to
channel. Captain at Conn, Navigator on bridge. 0955 An-
chored in Berth 24, Dumbéa Bay in 10 fa. of water, with 60
fa. chain outside. Riding to the starboard anchor. Beacon
"C" on Poro Kue $\phi 008^{\circ}$, beacon "P" on Ile Nou $\phi 140^{\circ}$. 1010 Set
gangway watch, commenced Port Routine. Commenced turning
over main engines. Ship's draft for'd. $25' 07"$, aft $27' 11"$.

12-16 As before. Weather clear, sea calm, wind SE, force 2.
1245 Captain ashore to report to Port Director and
ATS Superintendent. 1215 Secured main engines.
1540 Captain returned aboard. During this watch
USS *B 3 55* & HMS *Victorious*, with USS *Backe*, *Pringle*,
Converse & *Smith* stood in and anchored. 9

U. S. S. Hercules
War Diary

May 17 (cont.)

U. S. S. Priskney stood in and anchored.

16-24 Conditions as before. No remarks.

B. F. M. Guckin, Lt.-Cdr., U.S.N.R.

Insert. U. S. S. Munargo stood in and anchored

May 18, 1943

Zone descr. - 11

Dumbea Bay
New Caledonia

0-12 At anchor off Noumea, awaiting cargo discharge. Weather partly cloudy, sea calm, wind East, force 3. 1120 Barge alongside to load mail from # 6 hold. 1155 Barge away with 28 sacks Army and 22 sacks Navy mail. During forenoon watch U. S. S. Fomalhaut, Manley, M. Calla & Pringle underway and stood out. U. S. S. Monongahela, Wharton & Woodworth stood in and anchored.

12-24 As before. Wind S. S. E., force 3. During afternoon, Task Forces 10 & 14 stood out to sea. U. S. S. Libra (AKA 12) stood in and anchored. 1500 Held gun drill for gun captains. B. F. M. Guckin, Lt. Cdr. U.S.N.R.

Note. Tri-weekly training classes for enlisted men in the Engineer Force were inaugurated May 17 under the Asst. Engineer.

U. S. S. Hercules
War Diary

Zone descr - 11
May 19, 1943

Dumbea Bay
New Caledonia

0-12. At anchor, awaiting cargo discharge. Weather - scattered clouds, sea calm, wind NE, force 3. During forenoon watch, U.S.S. Titania (AKA13) stood in and anchored.

12-24 1300. Held loading bill for 3" gun crews. Weather - partly overcast - increasing north easterly wind. During afternoon watch New Zealand Army barge loaded 500 sacks of mail from # 5 & 6 holds.
B. F. M. Guckin, Lt. Cdr., USNRA

May 20, 1943

0-12 At anchor as before. 0730 U.S.S. Bridge & Smith stood out. Weather - scattered clouds, wind NNE, force 3, sea calm. Deck force overhauling cargo gear. Field day - lower decks.

12-24 1300 Gunners & Asst. Gunners officers and 20 men sent ashore for Anti-Aircraft Training ^{for four-day course} in accordance despatch 192235 from Com Aux 3rd Fleet. 1630 U.S.S. Crater (AK70) stood in and anchored in Dumbea Bay.
B. F. M. Guckin, Lt.-Cdr., USNRA

U.S.S. Hercules
War Diary

Dumbea Bay
New Caledonia

Zone desor. - II
May 21, 1943

0-12. At anchor, awaiting cargo discharge. Weather clear, sea calm, wind west, force 2. 1130 U.S.S. Talamanca stood in to grande Rade and anchored. Aired bedding & bunting. Field day, weather decks.

12-24 Conditions as before. No remarks.
B. M. Guckin, U.S.N.R.

May 22, 1943

0-12 weather partly cloudy - light variable air - flat calm
1030^{U.S.S.} Pres. Adams, Hayes & Jackson stood in and anchored. 1000 - 1055 Captain's Inspection.

12-24 Conditions as before. During afternoon watch U.S.S. Bryon stood in to grande Rade. U.S.S. Munargo & Wharton underway and stood out.
B. M. Guckin, Lt. Cdr., USNR

U. S. S. Hercules
war diary

Dumbea Bay
New Caledonia

Zone descr. - 11
May 23, 1943

0-12 At anchor off Noumea, awaiting cargo discharge. weather - rain to heavy overcast, sea calm, wind - light variable bias. During forenoon watch U. S. S. Algorab (AK 48), Farenholt (DD 491) & Patapso (AOB 1) stood in and anchored.

12-24 Conditions as before. During first watch, U. S. S. Neshantic (AO 71) stood in and anchored.

B. F. M. Geckin, Lt. Cdr.
USNR.

May 24, 1943

0-12 Heavy overcast with frequent rain. Sea slight. Wind WNW, force 3. During morning watch, U. S. S. Craven stood in to Grande Rade.

12-24 As before. weather clearing. Wind WSW, force 5. During afternoon watch Task Forces 10 & 14 stood in. During first watch, Gunnery Officers & 20 men returned from AA Training Camp. U. S. S. Tryon underway and stood out.

B. F. M. Geckin, Lt. Cdr.
USNR.

U.S.S. Hercules
War Diary

Dumbea Bay
New Caledonia

Zone deser. - 11
May 25, 1943

0-12 Weather clear, wind West, force 5, sea mod. rough.
U.S.S. Decimos (AK 78) stood in and anchored.

12-24 Weather partly cloudy, occasional light
showers. During afternoon watch, U.S.S. Carina
underway and stood out.
J. T. M. Gunkin, Lt.-Cdr.
U.S.N.R.

May 26, 1943

0-12 At anchor, awaiting cargo discharge. Weather
frequent rain; wind northeast force 4, sea slight.
0900. Executive officer ashore to obtain personnel
replacements. 1145 U.S.S. Palapso underway
and stood out.

12-24 1400 Received message by boat from Com-
manding Officer, U.S.S. BB 59, requesting Hercu-
les allow BB 59 750 yards berth distance as
shown on anchorage chart. Checked bearings
of Hercules anchorage and distance from BB 59.
1500. At direction of C.O., Hercules, Executive Officer
called on Commanding Officer, BB 59, to discuss
anchorage. Latter stated it would be unnecessary
to shift berth, unless after due notice in case of
emergency. 1700 U.S.S. Pocomoke (AV 9), String-
ham (APD 6), Fuller (APA 7), escorted by HMCS
and HMNZS Leander, stood in and anchored.

U.S.S. Hercules
war diary

Zone deser. - 11
May 27, 1943

Dumbea Bay
New Caledonia

0-12 At anchor. Weather partly cloudy. Variable breezes, mostly southerly; sea calm. During forenoon watch, task force # 14 got underway and stood out.

12-24 As before. 1600 U.S.S. John Penn stood in and anchored.
B.F.M. Guckin, Lt.-Col., USNR.

May 28, 1943

0-12 At anchor. Weather - scattered clouds, wind SW, force 3, sea calm. During forenoon watch U.S.S. Fuller and HMNZS Leander got underway and stood out. U.S.S. Fomalhaut stood in, escorted by M. Calla. 1000 to 1130 held instruction class for gun captains.

12-24 As before. No remarks.

B.F.M. Guckin, Lt.-Col., USNR

U. S. S. Hercules
War Diary

Dumbea Bay
New Caledonia

Zone descr. - 11
May 29, 1943

0-12 At anchor. Weather - scattered clouds; wind - light variable axis; sea - flat calm. 1100 Tars force 14 stood in. U. S. S. Draco (AK79) and S. S. Pres. Polk stood in and anchored.

12-24 As before. No remarks

B. F. M. Guckin, Lt. Cdr.,
USNR

May 30, 1943

0-12 At anchor, awaiting cargo discharge. Weather clear, wind SW force 3, sea calm. During forenoon watch, U. S. S. Monongahela, Libra & Tallbot underway and stood out.

12-24 As before. No remarks

B. F. M. Guckin, Lt. Cdr., USNR

U. S. S. Hercules
war diary

Zone descr. - 11
May 31, 1943

Dumbea Bay
New Caledonia

0 - 12. At anchor, awaiting cargo discharge. Weather clear - wind SW, force 3, sea - calm. 0730 U. S. S. Celano stood out. 0830 U. S. S. Rixey stood in and anchored. 1000 Held instruction on use of Rescue Breathing Apparatus for Damage Control Party.

12.24 Conditions as before. No remarks

D. J. M. Guckin, Lt. - Com.
USNR.

U. S. S. Hercules
War Diary

Zone descr. - 11
June 1, 1943

Dumbea Bay
New Caledonia

0-12 At anchor, awaiting cargo discharge. Weather clear, wind East, force 4, sea slight. U. S. S. Stanly stood in and anchored in Grande Rade.

12-24 As before. No remarks.

B. T. M. Guckin, Lt.-Cdr., USNR.

June 2, 1943

0-12 At anchor. Weather partly overcast; wind E x S, force 3; sea slight. 1000 Held life boat pulling and sailing drill for deck division.

0 12-24 As before. Wind increasing to force 5. 1305 U. S. S. Helm (DD 388) stood in.

B. T. M. Guckin, Lt.-Cdr., USNR.

Note, as of June 1. Next higher echelon of command is Comwesseafon or U. S. Naval Transportation Service.

U.S.S. Hercules
War Diary

Dumbea Bay
New Caledonia

Zone descr. - 11
June 3, 1943

0-12 At anchor awaiting cargo discharge. Weather mostly overcast; wind easterly, force 3; sea calm. 0900 working party to U.S.S. Paris for 12 drums gasoline.

12-24 As before. No remarks B.F.M. Guekin, Lt.-Col., USNA.

June 4, 1943

0-12 Weather partly overcast; wind easterly, force 5; sea slight. 0800. Working party to U.S.S. Calamaries for provisions.

12-24 1310 U.S.S. Arided, Gridley, Wilson, stood in
1600 U.S.S. Buchanan, Ellison, Cetus, Aludra &
La Salle stood in B.F.M. Guekin, Lt.-Col., USNA

U. S. S. Hercules
War Diary

Zone descr. - 11
June 5, 1943

Dumbea Bay
New Caledonia

0-12. At anchor, awaiting cargo discharge. Weather fine scattered clouds; wind easterly, force 3; sea calm. U. S. S. Henley & Ralph Talbot stood in.

12-24 As before. Held sailing drill for Boatswain's mates in 16 ft. work-boat. 1600 U. S. S. Pocumoke underway and stood out to outer harbor.
W. M. Jenkins, Lt. Cdr., USN/A

June 6, 1943.

0-12 Weather clear; wind easterly, force 5; sea slight. 0930 U. S. S. Pocumoke underway & stood out with one DD. U. S. S. Talamanca stood in to Grande Rade. 1015 U. S. S. M. Calla stood in.

12-24 As before. Weather becoming overcast, wind increasing to force 6. B. F. M. Jenkins, Lt. Cdr., U. S. N. R.

U. S. S. Hercules
War Diary

Jones deser. - 11
June 7, 1943

Dumbea Bay
New Caledonia

0-4 At anchor. Weather overcast; wind easterly, force 4; sea slight. U. S. S. Bridge stood in & anchored.

4-8 As before. 0430 Commenced warming up main engines. Made all preparations for getting underway to shift berth. 0700. Pilot aboard - Lt. S. S. Holler, U. S. N. R. 0715 Underway for Ducos docks # 11 in accordance with Port Director visual despatch 060500. Pilot at comr, Captain, Exec. Officer & Navigator on bridge. 0720 U. S. S. Celero (AK 76) stood in. 0748 Passed net gate, entering Grande Rade. ~~0803 Approaching~~

8-12 As before. 0803 Approaching Docks # 11; let go port anchor to 15 fathoms. 0807 Put bow line on pier. 0834 Secured alongside pier, starboard side to. Four C. B. crews aboard to handle cargo discharge. Cargo officer - Lt. - Cdr. M'Carthy. Ship's draft for'd 25' 05", aft 27' 09"

12-24 As before. Cargo being unloaded by Special Stevedore Battalion # 2, working in two shifts, 0700 to 1600 and 1600 to 0100. 1400 U. S. S. M'Lawley and several DDs underway and stood out, also Pres. Adams, Hayes & Jackson.

Total cargo discharged this date - 447.6 tons

U. S. S. Hercules
War Diary

Zone descr. - 11
June 8, 1943

Noumea
New Caledonia.

0-12. Alongside Ducos docks discharging cargo. Weather - rain, wind easterly, force 6; during forenoon watch U. S. S. Talamanka and DD escort stood out, U. S. S. Hammondspart stood in and anchored in Grande Rade.

12-24 As before. Total cargo unloaded this date
425.4 tons.

B. F. M. Lueker, Lt. - Cdr., U. S. N. R.

June 9, 1943

0-12 At Ducos docks. Weather clear, flat calm.
No remarks.

12-24 As before. Severe rain squalls from South west with wind up to force 7 at times. 1330. One Ensign and 20 men to A/A Training center for four days schooling. U. S. S. Putney stood in and anchored in Grande Rade.

Total cargo discharged this date - 528.9 tons

B. F. M. Lueker, Lt. - Cdr., U. S. N. R.

U. S. S. Hercules
War Diary

Zone descr. - 11
June 10, 1943

Noumea
New Caledonia

- 0-12 Alongside Ducos docks discharging cargo. Weather clear, scattered clouds; wind southerly, force 3. U. S. S. Arctic, Fuller and John Penn stood in and anchored in Dumbea Bay. U. S. S. Cimarron underway & stood out.
- 12-24 As before. U. S. S. Algorab stood in. 1415 U. S. S. Rixey stood out. 1600 U. S. S. Aldebaran stood in and anchored in Dumbea Bay.

Total cargo discharged this date - 468.1 tons
B.F.M. Luckin, Lt.-Col., U.S.M.A.

June 11, 1943

- 0-12 Alongside Ducos docks. Weather partly cloudy; wind SE, force 4. 0715 U. S. S. Calamaries underway and stood out. Field day. 1200 Completed unloading #4 hold.
- 12-24 As before. 1600. Set condition II in response to visual and radio signals from U. S. S. Whitney and Radio Noumea giving "Yellow" Alert. 1715 Secured from "yellow" alert & Condition II. 1745 Having heard rumors of test blackout, Hercules signalled Whitney for confirmation. Received no reply. 1837 Ships in harbor blacked out. Various ships signalled Hercules "Condition Red". 1840 Hercules blacked out, including cargo operations. 1850 "Red" alert secured.

Total cargo discharged this date - 402.8 tons

2230 Heavy explosions inland, in a northeasterly direction, filled the sky with a bright yellow glare and a column of smoke 1500 ft. high. Glare subsided suddenly after a few minutes, following minor explosion

U.S.S. Hercules
war Diary

Zone descr. - 11
June 12, 1943

Noumea
New Caledonia

0-12 At Ducos docks, discharging cargo. Weather overcast; wind easterly, force 2. 1135 Capt. Wm. B. Jackson, Jr., U.S.N., Lt.-Cdr. C. E. Austin, U.S.N., Lt.-Cdr. C. T. Gilliam, U.S.N.R. and Lt. J. B. Kesselman, U.S.N.R., comprising Board of Inquiry in re June 11 explosion, came aboard and took statements of Commanding Officer, Executive, and Cargo Officer, regarding discharge of cargo on that date. Bombs exploded on June 11 said to be from Hercules cargo.

12-24 As before. During afternoon watch HMNZS Leander and SS Brazil (am.) stood in and anchored in Grande Rade. R. F. M. Geckin, Lt.-Cdr., U.S.N.R.
Cargo discharged this date - 266.6 tons

June 13, 1943

0-12 Weather mostly overcast. Wind - light northerly. 0745 working party to U.S.S. Aldebaran for provisions.

12-24 As before. U.S.S. Libra stood out. 1630 One officer and twenty men returned aboard from A/A Gunnery Training. R. F. M. Geckin, Lt.-Cdr., U.S.N.R.
Cargo discharged this date - 316.2 tons.

Note: On June 12, the C. B. detail unloading Hercules reported receiving orders to discontinue discharging explosives until further notice. On June 13 this order was amended to allow discharge of explosives during daylight only. Extra supervision of cargo handling by ship's officers and tightening up on security regulations instituted this date.

U. S. S. Hercules
War Diary

Zone desor. - 11
June 14, 1943

Noumea
New Caledonia

0-12 Weather clear and very warm. Flat calm.
0700 U. S. S. Algorab with DD escort underway
and stood out. 0930 Explosion Board of Investi-
gation held official hearing in Noumea. Hercules
notified that testimony of its officers was not
required. Notice rec'd by messenger 1000 Com-
manding Officer and Chief Engineer inspected
scene of the explosion of June 11.

12-24 As before. 1400 By direction of Captain, the
Executive Officer and three other officers inspected
the scene of the explosion. 1835 Dr. Moore, in
charge of Medical section of explosion investiga-
tion, came aboard to examine portion of human
hand picked up at scene of explosion this date
by Commanding Officer of Hercules. Dr Moore
took said fragment and a portion of steel hel-
met also found at scene, to be used as evidence
at inquiry.

B. F. McGeekin, Lt.-Car., U. S. N. R.

Total cargo discharged this date - 331.3 tons.
Remaining - approx 2700 tons.

U. S. S. Hercules
war diary

Zone descr. - 11
June 15, 1943

Noumea
New Caledonia

0-12 At Ducos dock, discharging cargo. weather clear, flat calm. 0700 U.S.S. Aldebaran underway and stood out, anchoring in Dumbea Bay. 1000 U.S.S. Rixey (PH 7) underway and stood out. 1100 U.S.S. Begonne underway and went alongside Whitney. 1110 U.S. Navy Tug Sioux, Lt. (J.G.) Jansen in command, tied up alongside Hercules. Has visual orders from Comseronapac to load gear from Salvage Depot. Gave permission to tug to lie alongside on condition out smoking lamp on decks.

12.24 Conditions as before. Wind light SE. Partly overcast. 1500 U.S.S. Selfridge stood in to Grande Rade. Tug Sioux now loading heavy towing gear from Salvage Depot, by means of Hercules #4 cargo gear. 1540 U.S.S. Sioux cast off and stood out. 1600 U.S.S. Cummings stood in to Grande Rade. HM RNZS Leander underway and stood out. U.S.S. Fuller (APA 7) stood in. J. V. Luebke, Lt. Cdr., USNR

Total Cargo discharged this date - 440 tons
Remaining - approx 2287 tons

U.S.S. Hercules
war diary

Zone descr. - 11
June 16, 1943

Noumea
New Caledonia

- 0-12 At Ducos docks discharging cargo. Weather clear - light air from N.E. - flat calm. During morning watch Task Force 14 underway and stood out. 0800 U.S.S. John Penn stood in from Dumbea Bay to Grande Rade. 0810 U.S.S. Argonne underway and stood out. 1015 Cdr. J. D. Leach, D-M, USNR, Liaison Officer, Seronsopac, reported aboard to discuss cargo discharge with Commanding Officer. 1000-1130 Held gunnery class for gun-captains. (Insert) During morning watch S.S. Brazil underway and stood out.
- 12-24 1400 Three men showing credentials of the Army Intelligence Service reported aboard in connection with explosion of June 11; conferred with Captain, Executive and Cargo Officer and with C.B. Cargo Officer; examined Bills of Lading & Hatch List relating to cases of detonators and fuzes. Completed unloading # 27 hatch. 1640 U.S.S. Byron stood in and anchored.

B. F. McKin, Lt.-Cdr., USNR

Total cargo unloaded this date - 469.5 tons
Remaining - 1817.5 tons

U. S. S. Hercules
war diary

Zone desor. - 11

Noumea
New Caledonia

June 17, 1943

0-12 Occasional rain - wind variable & squally.
0900 Executive Officer to Noumea to discuss expediting cargo discharge. Interviewed O in C Stevedore Battalion, Naval Base Transportation Officer, and Comconsopac Liaison Officer. Found impossible to secure more trailers to handle pipe in # 2 & 6 holds.
1100 Sharp southerly squall, shifting to NE & clearing.

12-24. Partly cloudy - light variable a/c - calm. S.S. Pres. Mowroe (Am.) stood in and anchored.

B.F.M. Gustin, Lt. Cdr., U.S.N.R.

Cargo discharged this date - 389.6 tons, Remaining - 1422.2
1427.9

June 18.

0-12 weather clearing & cool - wind NE, force 3. 0815 U.S.S. Patterson & S.S. Someldijb (Dutch) stood out. 1155 U.S. Navy Tug Apache came alongside to load heavy salvage gear, Lt. Horner in command.

12-24. 1515 Made powder tests. 1530 U.S.S. Apache cast off and stood out. 1645 15 men for Apache reported to O.O.D. asking for instructions. Notified Port Director and men picked up by trucks at 1715. 1655 U.S.S. Sioux stood in and came alongside, under orders of Comconsopac.

Total cargo discharged - 455.4 tons
Remaining - 872.5 tons

Note. At suggestion of C B Cargo Officer, Hercules provided 17 man crew to handle cargo from # 6 hatch from 1800 - 2400. Men from every department volunteered, but their efforts were hardly worth while, as the Army only provided half the usual number of trucks.

U. S. S. Hercules
War Diary

Zone descr. - 11
June 19, 1943

Noumea
New Caledonia

0-12 At Ducos docks unloading cargo. U.S.S. Sioux along-side port side. Weather overcast, with light NE breeze. 0740 U.S.S. Stratford (AP41) stood in and anchored on Hercules port quarter, distant 300 yds. 1015 U.S.S. Sioux cast off and stood out. 1030 Three representatives of Army Intelligence again aboard to check hatch list and bills of lading. Continued making powder tests.

12-24 As before. 1800 12-man working party from 2nd Division & Supply Division worked cargo in #6 hatch
2230 12-man working party from 1st Division worked cargo in #3.

Total cargo discharged this date - 699.4
Remaining - 173.1 tons

June 20, 1943

0-12 Weather clear - light northeasterly breeze. 0700 U.S.S. Tryon stood out and went alongside tanker in Dumbea Bay. 0900 Captain ashore to Sopac operations for routing instructions and to report approx. time of readiness for sea.

12-24 As before. 1230 Task Force 14 stood in from seaward. 1250 U.S.S. Algorab stood out. U.S.S. La Salle stood in and anchored in Dumbea Bay. 1345 U.S.S. Talamanca (AF15) stood in to Grande Rade. 1530 U.S.S. John Penn & Fuller underway & stood out. U.S.S. Tryon completed fueling & stood out.

B. F. M. G. Lucken, Lt. Comdr, USNR

U.S.S. Hercules
War Diary

Zone descr. - 11

June 21, 1943

Noumea
New Caledonia

0-12 At Ducos docks, unloading cargo. During mid-watch completed discharging #3 & #6. 0100 Two gangs Army stevedores aboard to work #2 hatch. 0700 Army stevedores secured. 0745 Special C.B. #2 gangs aboard to work #2 hatch. 1040 Rec'd visual dispatch from Port Director to shift berth at noon to Berth B 26. Executive Officer advised Port Director by phone that cargo discharge could not be completed before 1400. 1120 Rec'd orders by phone from Port Director (via Lt. Chapman) to shift to Berth A 11 when ready, after 1200. Made all preparations for getting underway. 1200 C.B. cargo crews knocked off and departed. Pilot aboard - J. G. Dates, U.S.N.R.
B. F. M. Luckin, Lt. Cdr., USNR.

12-16 1250 Underway to shift berth in accordance telephonic instructions and visual 210019 from Port Director, Noumea. Pilot at Conn. Captain, Executive and navigator on bridge. Ship's draft forward 12'03", aft 19'11". Steaming at various courses & speeds. 1317 Anchored in 6 1/2 fa. with 45 fathoms of chain to the port anchor, in Berth A 11, Grande Rade, Noumea on following bearings - Beacon K 359°T, Finger Pier Chumney 106°T. 1325 Pilot Dates departed. 1410 Pilot returned aboard. 1531 Underway to shift berth, same dispatch as above.
B. F. M. Luckin, Lt. Cdr., USNR

16-24 1628 Moored to north side of Finger Pier #1, dock #8, starboard side to. U.S.S. Pres. Monroe at south side same pier, S.S. Sebastian Vizcaino at adjoining pier north of Hercules. Port anchor on the bottom with 20 fa. of chain to the water's edge. 1650 Two C.B. crews aboard to discharge remaining cargo from #2 hold. Weather cloudy, wind SW, force 5. 2200 Completed discharging cargo. C.B. crews ashore.
B. F. M. Luckin, Lt. Cdr., USNR

U. S. S. Hercules
War Diary

Zone descr. - 11

Noumea
New Caledonia

June 22, 1943

0-4 Alongside Michel Dock, Noumea, starboard side to. Weather, partly cloudy - wind WSW, force 5.

4-8 Conditions as before. 0400 Commenced warming up engines. 0530 Made all preparations for getting underway. 0619 Underway for San Francisco in obedience to Com 3rd Fleet dispatch 210924. Captain at Conn, Executive, Navigator on the bridge. 0622 Recovered port anchor while backing out of slip. 0633 Let go port anchor to 20 fms. at water's edge to assist in turning. 0646 Anchor aweigh. Steaming out of Noumea harbor on various courses & speeds conforming to channel. Joined by U. S. S. Dunlap (DD384) as escort. 0700 Cleared baulk boom. 0730 Joined by U. S. S. Talamanca (AF15) as convoy commander

J. M. Jenkins, Lt. Cmdr., U.S.N.R.

POSITION 0800 :- LAT. 22° 28' S., LONG. 166° 28' E.

8-12 Conditions as before. Steaming in convoy with U. S. S. Talamanca. USS Dunlap as escort. 0811 Rounding Amidee Light and standing out Bulari North Passage. 0824 Departure - outer reef abeam. Using 12 nozzles, 93 RPM. 0840 Streamed Taffrail log, set at zero. 0844 Increased speed to 95 RPM. (Insert) - 0830 In obedience to visual signal from Convoy Cmdr. set Base Course at 212° T and commenced Z/2 on Plan 11. 0854 Increased to 14 nozzles. 0900 Set Condition III. 0920 Reduced speed to 93 RPM, maintaining distance approx. 1000 yds. from Convoy Cmdr. 1004 increased to 94 R.P.M. 1050 decreased to 93 R.P.M. 1000 decreased to 92 R.P.M., moderate S.W. wind with heavy swells, Weather Partly Cloudy

J. M. Jenkins, Lt. Cmdr., USNA
Phy. Asst. Lt. (JG) U.S.N.R.

POSITION 1200 :- LAT. 23° 17' S., LONG. 165° 53' E.

June 22, 1943

12-16 As before. Steaming in Convoy with USS Talamanca.
USS Dunlop as escort. ZZ on plan 11 base course 212° gyro-
92 PPM. 1252 ceased ZZ and resumed course 202° gyro-
1300 changed course to 106° gyro commenced ZZ on plan 11.
93 PPM. Various speed changes to hold position. 1545 90 PPM.
Moderate SW wind - heavy SW swell - weather partly cloudy

16-20

Steaming as before in convoy ZZ plan 11 in use, base course 106 PGC
various adjustments in speed to conform with convoy speed 1755 Ceased
ZZ resumed base course 106° PGC 1800 Convoy disbursed proceeding singly
on course 090° ZZ plan 12 in use 95.7 RPM. Clear sky moderate SW swell
vessel rolling moderately

Paul O. Bonander Ltjg USNR

Position 2000:- LAT. 23°-54'S., LONG. 167°-54'E.

20-24 As before. Weather clear with scattered clouds - wind W x S
force 4. Vessel rolling moderately to a wind-sea on the quarter.
2300 Advanced all clocks 24 minutes.
B. T. M. G. Keckin

U.S.S. Hercules
War Diary

At Sea.

Zone descr. - 11

June 23 - 1943

0-4 as before \neq on plan #12 base course 090, 95 R.P.M.
Weather, light southerly wind, clear sky, moderate sea
P. Report Lt (JG) U.S.N.R.

4-8 as before \neq on plan #12 base course 090° 95 RPM. 0550 ceased
 \neq resumed base course. 0550 set sunrise condition II.
0600 changed course to 120° - 0630 set course next about -
0640 secured condition II - 0700 changed course to 090° 95 RPM
Commenced \neq on plan 11. Weather, light southerly wind,
moderate swell, light sea - mostly clear sky -
A. Conklin Ens.

Position 0800 :- LAT. 23° 54' S., LONG. 171° 42' E.

08-12

Steaming as before on base course 090° P6C 091° True \neq plan 11 in
use 95.4 RPM - Clear sky moderate SW sea and swell vessel rolling
moderately

Position Noon :- Lat. 23° 59' S, Long. 172° 54' E
Paul Bonanos Ltjg USNR

12-16 Conditions as before. Weather - clear - light variable
airs - westerly swell moderating. 1238 C/C to 93° P.G.C.,
94° T. 1300. Sighted steamer hull down on port beam,
bearing 350°. Appeared to be medium AT or cargo vessel,
westbound.

A. J. M. Luckin, Lt. Cdr., USNR

16-20 as before \neq on plan #11 weather, gentle S.W. wind,
sky part cloudy with low hanging clouds light swell from
starboard quarter.

P. Report Lt (JG) U.S.N.R.

Position 2000 :- LAT. 24° 05' S., LONG. 175° - 25' E.

20-24 as before \neq on plan 11 base course 095° - 2300 advanced clocks 24 min.
Weather - fresh easterly breeze - light swell -

A. Conklin Ens. USNR

Zone Time - 12

20-04

June 24, 1943

Underway in accordance with Com 3 Fleet dispatch 210914
Steaming singly on base course 093° PGC 094° True ZZ Plan 11 in use
average 95.4 RPM. O'cast sky long SWly swell.

Paul O'Hanrahan
Ltjg USNR

4-8 Conditions as before. Weather cloudy - wind NE, force 1 - sea
flat calm, except slight westerly swell. 0545 Set Condition II.
0640 Secured condition II. 0630 set masthead lookouts.

B. J. M. Jenkins, Lt-Cdr, USNR

POSITION 0800: LAT. 24° 17' S., LONG. 179° 10' E.

8-12 Steaming as before, ZZ plan # 11, 95 R.P.M. Weather, gentle
bly wind, clear sky with scattered clouds, long S. bly swells

P. D. Bryant Lt (JA) USNR

POSITION 1200: LAT. 24° 22' S., LONG. 179° 38' W.

12-16 as before ZZ plan 11 base course 093° 95 RPM - 1224 adjusted
base course to 090° gyro. 1330 sighted several wooden
boxes floating about 300 to 500 yds off starboard beam.
Weather - fresh easterly to northeasterly breeze, partly
cloudy - slight westerly swell

J. B. Corklin Enr. USNR

16-20

Steaming as before ZZ plan 11 on base course 090° PGC 091° True
95 RPM. Light haze low SW swell

Paul O'Hanrahan

POSITION 2000: LAT. 24° 22' S., LONG. 177° 05' W. Ltjg USNR

20-24 As before. Weather mostly clear - wind easterly, force 2 -
low westerly swell. At 2300 advanced clocks 24 minutes.
B. J. M. Jenkins, Lt-Cdr, USNR.

Zone deser. + 12

U.S.S. Hercules

June 24, 1943 (repeated)

War Diary

At Sea

0-4 as before. ZZ on Plan # 11, 090, 0020 course by Gyro 090.
0025 G/C to 068 by Gyro, 069 Wheel House, weather, light N. Ely.
Wind, pt. cldy. smooth sea.

Ph Bryant Lt (JG) USNR

4-8 as before on course 068° gyro, 95 RPM. 0535 set sunrise condition
II. 0620 secured condition II. 0700 adjusted course to
065° gyro. Weather light n. easterly wind, low swell, light
sea - partly cloudy.

AB Conklin Ens. USNR

Position 0800: - Lat. 23° 33' S., Long. 173° 31' W.

08-12

Steaming as before on course 065° PBC 066° Pstg 048° PSC 067° True
average RPM 95.7 1155 G/C to 018° PBC 015° Pstg 008° PSC 020° True. Part cloudy
small NE sea

Paul O. Bonander
Ltjg USNR

Zone deser. + 11

Position 1200: - Lat. 23° 13' S., Long. 172° 09' W

12-16 1200 Commenced Z/Z on Plan 11. weather Pctly Cloudy - Wind
N x E, force 3 - very slight swell from SW.
B. T. M. Jenkins. Lt. Com. USNR.

16-20
4-8 Steaming as before. 1900 ceased ZZ G/C to 010 Gyro.
008 P.W.H. 95 R.P.M. weather, light N. Ely. Wind, clear
sky, smooth sea

Ph Bryant Lt (JG) USNR

Position 2000 Lat. 20° 55' S., Long. 171° 18' W.

20-24 as before, course 010° gyro - 95 RPM. 2300 advanced clocks 24 minutes.
Weather - light n. easterly breeze, partly cloudy, smooth sea
AB Conklin Ens.

June 25, 1943

60-04

Underway in accordance with Com 3 Fleet dispatch 210924, Steaming independently on base course 010° P6C 012° True Z Z plan 11 in use average RPM 74.8

Paul Bernander
Ltjg USNR

4-8 As before. 0400 Ceased Z/2 and resumed Base Course 010° p.g.c. 0425 C/c to 039° p.g.c. 0430 Commenced Z/2 on Plan # 11. 0535 Set Condition II. 0625 Set Masthead lookouts, secured Condition II. 0630 Ceased Z/2 & resumed Base Course 039° p.g.c. 0642 C/c to 040° p.g.c., 041° T.
Weather - scattered clouds; sea calm; light northerly air.

B.T.M. Luckin, Lt. Com., U.S.N.R.

8-12 Steaming as before, gyro 040, P.W.H. 042, P.D.C. 029, 95 RPM. Position 0800: - Lat. 17° 56' S. Long. 170° 06' W.
Weather, light ESE wind, clear sky with scattered clouds, smooth sea

Pd Bryant Ltjg USNR

Position 1200: - Lat. 16° 55' S., Long. 169° 18' W.

12-16 As before on course 040° gyro - 95 RPM. Weather - light easterly wind & low sea & swell - partly cloudy changing to overcast.
A.T. Conklin Ens. 467R.

18
16-20

Steaming as before course 040° P6C 039° P5C 042° S7C 041° True 96 RPM. Overcast with passing squalls small ESE sea.

Paul Bernander
Ltjg USNR

Position 2000: - Lat. 15° 06' S., Long. 167° 40' W.

18-20 As before. Mostly clear with occasional light squalls. Very slight easterly sea - wind E, force 3. 1752 C/c to 041° p.g.c. 042° T.
B.T.M. Luckin, Lt. Com., U.S.N.R.

ZONETIME + ¹¹/₁₂

USS Hercules
WAR DIARY

AT SEA

JUNE 25th 1943

8-12.

Steaming as before 041 gyro, 043 P.W.H., 9.5 R.P.M.

20-24.

Weather, Light N.E. wind, sky part cldy, with occasional showers, sea smooth

P. Bryant LTJG U.S.N.R.

Zone deser. + 11

June 26, 1943

at Sea

0-4 As before on course 041° gyro, 95 RPM. 0037 vessel sighted two points on port bow, distant approximately 2500 yds. Put rudders over hard right changing course to 167° gyro. called general quarters - 0078 commenced to swing back to course 1041° - 0101 on course 041° gyro - 0109 secured from general quarters. Weather - clear, easterly breeze low sea and swell - 0315 wind shifted to northeast increased to about force 3.

A. Blondin Ens. USNR.

04-08

Steaming as before on course 041° PGC 030° PSC 043° PSTGC. 043° True clear sky small Ely sea

Paul O. Bonander

Position 0800 :- LAT. 12° - 27' S., LONG. 165° - 16' W. (Tig) USNR

8-12 Conditions as before. weather squally - wind ESE, force 4, sea, slight. 0950 changed to automatic steering.

B. M. McKim Lt. Cdr.

Position 1200 :- LAT. 11° - 30' S., LONG. 164° - 26' W.

1200 to 1600. Steaming as before, 041 Gyro, 043 P.N.H, 030 P.L.C. 94. RPM, weather, light Ely wind and sea, pt cldy with occasional showers

R. Bryant Lt. (JG) USNR.

Position 2000 :- LAT. 9° - 39' S., LONG. 162° - 54' W.

16-20 As before course 041° gyro 94 RPM (13 mag. sea) - 1733 set sunset condition II - 1825 secured condition II - 1853 adjusted course to 042° gyro - using automatic steering - weather - partly cloudy, occasional rain squalls - fresh easterly breeze - low sea and swell

A. Blondin Ens. USNR

Zone Time +10 11

Hercules
War Diary

At sea

June 26, 1943 - Cont.

20-24

Steaming as before, steering by autogyro control course 042° PSE
 043° PSE 032° PSE 2300 Advanced clocks 24 minutes. Passing with
squalls, small l. by sea.

Paul O Bomander
Ltjg USNR

U. S. S. Hercules
War Diary

Jones deser. +11

At Sea

June 27, 1943

- 0-4 weather mostly clear, occasional squalls - sea slight, wind easterly, force 2-3. Steaming on course 042° p.g.c., using 13 nozzles, at approx. 96 rpm. No remarks.

B. M. Luckin, Lt. Cdr., U.S.N.R.

- 4-8 Steaming as before 042 Gyro, 044 P.W.H., 030 P.S.C.
0650 Passed Steamer heading S.W. about ten (10) miles South.
Weather, gentle Ely wind, smooth sea, pt. clody,

Ph Bryant Lt. Cdr. U.S.N.R.

POSITION 0800 :- LAT. $6^{\circ} - 59' S.$, LONG. $160^{\circ} - 31' W.$

- 8-12 as before on course 042° gyro 94 RPM - 0945 sighted vessel broad on starboard bow, heading southwest, identified as AK 94-1040 AK 94 hull down - 1145 vessel sighted 1/2 point on port bow heading south west, identified as U.S.S. Kittyhawk
Weather, partly cloudy - gentle easterly wind, smooth sea, low swell -

Ph Conklin Ensign U.S.N.R.

POSITION 1200 :- LAT. $6^{\circ} - 05' S.$, LONG. $159^{\circ} - 40' W.$

12-16

- Steaming as before, steering by gyro control course 042° P6C 092° PSC 044° PStgc 044° True 95 RPM 7425 Reduced speed to 93 RPM. Clear sky slight sea.

Paul O'Hara ensign
U.S.N.R.

- 16-20 Conditions as before. Weather clear; wind ESE, force 2, sea calm.
1752 Set condition II. 1852 Secured condition 2! 1906 c/c to 041° p.g.c.
B. M. Luckin, Lt. Cdr., U.S.N.R.

POSITION 2000 :- LAT. $4^{\circ} - 26' S.$, LONG. $159^{\circ} - 14' W.$

- 20-24 Steaming as before, Gyro 041, 043 P.W.H., 94 R.P.M.
Weather, light Ely wind, pt. clody, smooth sea

Ph Bryant, U.S.N.R.

Zone deser. +11 to +10

USS Hercules

June 28, 1943

0-4 as before on course 041° gyro - 94 RPM. Weather - light easterly breeze, partly cloudy, smooth sea, low swell. at sea
H.B. Conklin Ens. USNR

4-8

steaming as before steering by auto-gyro control course 041° P6E 091° P5E 043° P57E 043 True. Clear sky light breeze 93 RPM

Paul O'Donnell

Position 0800: LAT. 1° 38' S., LONG. 155° - 47' W. Lt. Jg. USNR

8-12 Conditions as before. Weather clear - wind E X S, force 2 - sea calm. 0930 Shifted from gyro automatic to telemotor steering. 0945 Sounded general quarters for target practice. Captain at conn, Navigator on bridge. Patent log recovered during drill. 0952 Launched floating target, which capsized. 0955 Commenced firing 5" .50. 0956 Gc to 210° and steamed on various courses to facilitate target practice. 0959 Commenced firing 3" .38 and 20mm batteries. 1040 Gc to 039° and secured from General Quarters. Slight swell from NNE, noticeable after 0930.
D.F. Mc Guckin, Lt. Comdr., USNR.

Position 1200: LAT. 1° 00' S., LONG. 155° - 05' W.

1200-1600 Steaming as before, 1220 Gc to 034 gyro, 036 P. W. H., 024 P. S. C. 94 RPM, using auto. gyro steering, weather, light NE wind, smooth sea, clear sky.

Ph. Bryant Lt. Jg. USNR

16-20 as before on course 084° gyro - 94 RPM. 1805 set condition II 1835 secured Crow's nest lookout - 1905 secured condition II. 1925 adjusted course to 035° gyro - weather - gentle N easterly breeze - clear sky becoming partly cloudy, smooth sea.
H.B. Conklin Ens.

Position 2000: LAT. 0° 57' N., LONG. 153° - 31' W.

20-24 Steaming as before steering by auto-gyro control course 035° P5C 041° P5E 037° 757E 037 True - 94 RPM. Small NE sea clear sky

Paul O'Donnell Lt. Jg. USNR 41

Zone descr. +10

U.S.S. Hercules
war diary

At Sea

June 29, 1943

0-4 Steaming on course 035° p-g.c. weather clear, becoming mostly overcast; wind easterly, force 2; slight NNE swell.
R.F.M. Jenkins, Lt.-Com. USNR.

04-08 Steaming as before on course 035 gyro, 037 P.W.H., 024 P.S.C.
94 R.P.M. weather, light bly. wind, slight sea, pt cldy.

Paul Bryant Lt (JG) USNR

POSITION 0800:- LAT. 3° 51' N., 151° 37' W.

8-12 as before on course 035° gyro - 94 R.P.M. weather - light easterly breeze, slight sea, low swell - partly cloudy.

Paul Bonhomme Lt (JG) USNR

12-16 Steaming as before steering by auto-gyro control course 035° PGC 037 PGC
024° PSC 037° true 1225 1/2 to 033° PGC 033.5° PSC 024.5° PSC 035° true
94 R.P.M. clear sky small NNE sea

Paul Bonhomme Lt (JG) USNR

POSITION 1200:- LAT. 4° 48' N., LONG. 150° 54' W.

16-18 As before. weather clear - wind NE, force 2 - slight swell from dead ahead. No remarks.

R.F.M. Jenkins, Lt.-Com. USNR.

18-20 Steaming as before, gyro 033, P.W.H., 033.5, P.S.C. 24.5
94 R.P.M., weather, light NE wind & sea, sky clear

Paul Bryant Lt (JG) USNR

20-24 Steaming as before on course 038° gyro 94 R.P.M. - 1955 adjusted
course to 032° gyro - 2300, clocks advanced 28 minutes.
Weather - moderate easterly wind force 3 - partly cloudy - light sea and low swell.

Paul Bonhomme Lt (JG) USNR

POSITION 2000:- LAT. 6° 45' N., LONG. 149° 30' W.

Zone Time +10

U.S.S. Hercules
War Diary

at sea

June 30, 1943

0-4 Underway in accordance with Com 3 Fleet dispatch 210924. Steaming singly on course 032° PBC 024° PSC 032° PSTC 034° true 94 RPM. Moderate NE sea & swell. Vessel pitching gently

Paul O. Bonaville, Ltjg USNR

H-8 Conditions as before. Weather clear with occasional squalls - wind NE, force 4 and up to 5 during squalls - moderately rough sea. 0520 Set Condition II. 0612 Secured Cond. II. 0645 C/C to 034° h.g.c.

B. J. M. Guekin, Lt. Com., USNR

Position 0800 :- LAT. 9° 34' N., LONG. 147° 46' W.

8-12 Steaming as before. Gyro 034, P.W.H. 033.5, P.S.C. 025.5 94 R.P.M. weather moderate N. E. sky, wind and sea, clear sky with scattered clouds

P. Bryant Ltjg USNR

Position 1200 :- LAT. 10° 36' N., LONG. 147° 06' W.

12-16 Steaming as before course 034° gyro - 94 RPM. 1230 commenced testing degaussing - 1350 C/C to 036° gyro - 1255 C/C to 034°. 1430 secured degaussing - 1455 sighted vessel 2 points on port bow, distant about 10 miles, proceeding in south-westerly direction - 1545 vessel hull down. Weather - moderate NE wind, moderate sea and swell, scattered clouds.

A. B. Bonaville Ens. USNR

16-20 Steaming as before steering by auto-gyro control on course 034° PBC 024° PSC 033° PSTC 035° true 94 RPM Part cloudy moderate NE sea

Paul O. Bonaville, Ltjg USNR

Position 2000 :- LAT. 12° 31' N., LONG. 145° 53' W.

20-24 As before. Weather clear - wind NE, force 4 - mod. rough sea. 2015 C/C to 035° h.g.c. 2300 Advanced clocks 28 minutes.

B. J. M. Guekin, Lt. Com., USNR

zone time +10

U.S.S. Hercules
War Diary

at sea.

July 1st 1943

0-4. Steaming as before. Gyro 035, 035 PWH, 026 PBC, 94 RPM. weather, light to moderate N.E. wind & sea. sky cloudy with occasional rain squalls.

Ph. Bryant Lt (jg) USNR.

4-8 as before course 035° gyro - 94 RPM. 0530 set sunrise condition II - 0615 secured condition II - set crews next lookout - 0745 adjusted course to 038° gyro - weather - strong NE wind force 4, cloudy - moderate NE sea and swell.

A.B. Conklin Enw. USNR.

Position 0800 :- LAT. 15°-17' N., LONG. 143°-56' W.

8-12 steaming as before, steering by auto gyro control on course 038° POC 036° PSC 026.5° PSC 039° True cloudy moderate NE sea

Paul O. Hernandez Lt (jg) USNR

Position 1200 :- LAT. 16°-15' N., LONG. 143°-12' W.

12-16 Conditions as before. weather mostly overcast, wind NE x E force 4; sea mod. rough. No remarks.

B.F. McKinley Lt. Com. USNR.

16-20 Steaming as before. weather, light N. ealy wind & sea, cloudy sky.

Ph. Bryant Lt (jg) USNR.

Position 2000 :- LAT. 18°-04' N., LONG. 141°-43' W.

20-24 as before on course 038° gyro - 94 RPM. secured condition II at 2015 - weather - NE wind force 4, moderate sea and swell, cloudy with occasional squalls.

A.B. Conklin Enw USNR

July 2, 1948

0-4 Underway in accordance with Com 3 Fleet dispatch 210924
on course 038° PGC 025.5° PSC 036° PSTgc 039° True 95 RPM Cloudy with
intermittent rain squalls moderate NNE sea

Paul O'Bonander Lt(jg) USNR

4-8 As before. Weather squally and overcast - wind ENE -
mod. rough sea. 0530 Set condition II. 0620 Sewred
condition II. Set masthead lookout

B. J. M. Lusk Lt. Dr. USNR

Position 0800:- LAT. 20° 41' N., LONG. 139° 32' W.

8-12 Steaming as before, gyro 038, P.W.H. 035.5, P.C. 025.5,
94 R.P.M. weather, light Nely wind and slight sea, sky
overcast

Ph. Bryant Lt(jg) U.S.N.R.

Position 1200:- LAT. 21° 38' N., LONG. 138° 47' W.

12-16 as before on course 038° PGC, 94 RPM. Weather - RFWind
force 2, cloudy, moderate sea and swell.

E. Blonkin En. USNR

16-20 Steaming as before on course 038° PGC 024° PSC 034½° PSTgc 039° True
1635 ° to 039° PGC 025° PSC 035½° PSTgc 040° True - 94 RPM Intermittent
rain cloudy moderate ENE sea. Vessel pitching gently.

Paul O'Bonander Lt(jg) USNR

Position 2000:- LAT. 23° 28' N., LONG. 137° 13' W.

20-24 Conditions as before. Weather partly cloudy - wind ENE.
occasional squalls - mod. rough sea. 2630 Sewred Con-
dition II. 2100 ° to 040° h.g.c. 2300 Advanced clocks 26 min.

B. J. M. Lusk Lt. Dr., USNR

ZONE TIME +9

U.S.S. HERCULES
WAR DIARY

AT SEA

JULY 3 1943

0-4

Steaming as before, 040 gyro, 036 P.2.H., 95 R.P.M.
weather, light sky, wind slight sea, cloudy sky
P. Bryant Lt (JG) U.S.N.R.

4-8 as before on course 040° PGC 95 RPM. 0520 set sunrise
condition II. 0610 secured condition II. 0615 set crows nest
lookout - weather moderate NE wind force 4, overcast,
moderate sea & swell.

P. B. Conklin Ens. U.S.N.R.

POSITION 0800:- LAT. 26-09' N., LONG. 134-46' W.

8-12

Steaming as before on course 040° PGC 024 1/2° PSC 035 1/2° PSTG 041° True
95 RPM 1025 sighted ship bearing 053° True identified same as USS Saugatuck

Paul O'Hara Under (JG) U.S.N.R.

POSITION 1200:- LAT. 27-01' N., LONG. 133-55' W.

12-16 conditions as before. weather cloudy; wind NE x E, force 4;
sea slight. 1311 C/C to 039° h.g.c. no remarks
D. P. M. Gubkin, Lt. Com. U.S.N.R.

16-20 Steaming as before, weather, light N. sky wind,
sky cloudy, slight sea

P. Bryant Lt (JG) U.S.N.R.

POSITION 2000:- LAT. 28-51' N., LONG. 132-13' W.

20-24 as before on course 039° PGC - 95 RPM - 2000 changed from
automatic steering to telemotor steering - secured crows
nest lookout. 2052 secured condition II. 2300 advanced
clocks 28 minutes. weather - NE wind force 4,
light sea and swell - overcast

P. B. Conklin Ens. U.S.N.R.

July 4, 1943

0-4 Underway in accordance with Com 3 Fleet dispatch # 210924
on course 039° PGC 023° PSC 033° PSTGC 040° True 95 RPM. Coast moderate
N.E. sea

Paul O Bonander Lt(jg) USNR

4-8 Conditions as before. Weather overcast, clearing later; wind
North, force 2; sea calm. 0520 Set Condition II. 0612 Se-
cured Condition II.

B. T. M. Larkin, Lt. Com. USNR

Position 0800: - LAT. ~~26° 09' N.~~, LONG. ~~129° 46' W.~~
31-38 N., LONG. 129-30 W.

8-12 Steaming as before, Gyro 039, 0315 PNH, 022 P.B.C.
94 RPM. Weather light northerly wind smooth sea, sky
pt cldy, and occasional fog banks

P. Bryant Lt(jg) USNR

32-35' N.
Position 1200: - LAT. ~~27° 04' N.~~, LONG. 128-34 W.

12-16 As before on course 039° PGC 95 RPM - 1316 adjusted
course to 040° PGC - Weather - northerly wind, about force 2 -
partly cloudy with occasional fog banks - low sea
and swell

C. B. Conklin Ens. USNR

16:20

steaming as before on course 040° PGC 022° PSC 033° PSTGC 041° True
95 RPM Part cloudy - choppy NE sea

Paul O Bonander Lt(jg) USNR

Position 2000: - LAT. 34-26' N., LONG. 126-34' W.

20-24 As before. Weather partly cloudy. wind North, force 5 - sea
moderate. ~~08~~ 2000 Set Condition II. 2100 Secured Con-
dition II. No remarks 2300 advanced clocks 28 min.

B. T. M. Larkin, Lt. Com. USNR

Zone descr. + 8

U. S. S. Hercules
War Diary

July 5, 1943
J-4

At Sea

Steaming as before, Gyro 039, P.W.H. 032.5, P.S.C. 021.5,
95 RPM Weather, Moderate northerly wind and sea.
sky cloudy

R. Bryant Lt (JG) USNR

4-8. Course Gyro 039 P.W.H. 032.5 P.S.C. 021.5 96 RPM Weather
moderate North wind and sea, sky cloudy. 0615 Course
040 Gyro, P.W.H. 033, P.S.C. 022°
POSITION 0800:- LAT. 36-50 N., LONG. 123-55 W.

M. J. Harary Lt (JG) USNR

8-12. Steaming as before on course 040° P6C 022° PSC 033 Pstgc° 041° True
0925 1/2 to 039 P6C 040° True 0930 Change course to 038° P6C 039° True
1027 1/2 to 035° P6C 036° True 1040 sighted ship bearing 76° True 1059 1/2
to 030° P6C 031° True 1135 sighted S.E. Farallon Is. bearing 000° - steering
various courses, Captain conning. Part cloudy & hazy rough NW sea vessel
rolling & pitching moderately.

Paul Bonander

POSITION 1200:- LAT. 37° 39' N., LONG. 123-00 W.

12-16 Conditions as before. 1206 sighted "A" buoy, marking
outer entrance to San Francisco Bay channel. Steaming
on various courses conforming to channel. Captain
at conn, Executive and Navigator on bridge. 1249
Arrival, San Francisco - 14 days ^{4 hrs.} 25 minutes out from
New Caledonia - actual steaming time, after allowance
for change of date & time, 13 days 22 hrs., 25 min. 1255
Lt.-Cdr. Hubbenette, USCG., pilot aboard. 1330 Pt. Bonita
abeam to port. 1338 Passed beneath Golden Gate Bridge.
1348 Cleared baulk boom. 1402 Ran de-gaussing range
off Treasure Island. 1411 Lt. (JG) Millie, representing
Port Director, and Immigration & Horticulture officials
aboard. 1416. Same officials departed. 1433 Navy Tug YT
267 alongside port bow to assist in docking. 1508 Moored
to Pier 46, South side starboard side to, in accordance with
instructions from Port Director. 1530 Executive Officer
to 12th Naval Dist. Headquarters to discuss repairs & altera-
tions. Set gangway watch, commended Port Routine
N. M. Lecker, Lt.-Cdr. USNR.

Zone descr. + 8

U. S. S. Hercules
War Diary

July 5, 1943 - continued

San Francisco, California
New Post

16-24

Moved to Pier 46, starboard side to, awaiting further orders. Calm wind from SW, cloudy sky and fog.

Richard Farrell
Lt. (j.g.) U. S. N. R.

July 6th, 1943

0-12

Moored as before. Commenced unloading mail from #3 hold. Misty weather with calm wind from S.W.

Richard Farrell
Lt. (j.g.) U. S. N. R.

12-24

As before. Completed unloading mail from #3 hold. Unloaded 148 fuel oil drums from #6 hold. Wind, calm force 1 from SW, blue sky with detached clouds.

Richard Farrell
Lt. (j.g.) U. S. N. R.

U. S. S. Hercules
War Diary

Fog description + 8
July 7, 1943

San Francisco,
California

0-4 Moved to Pier 46. Fog with overcast sky.
R. Farrell, Lt. (j.g.) U. S. N. R.

4-8 Moved as before. 0625: Commenced warming up
main engines to shift piers. Calm wind from west, overcast
sky. Draft: Fwd 10' 10" aft 18' 10"
R. Farrell, Lt. (j.g.) U. S. N. R.

8-12 All preparations made for shifting piers. 0900: C. Carlson,
Pilot on board 0910: Underway for Pier 92, Pilot at conn,
Captain, Executive Officer and Navigator on bridge. Various
courses and speeds corresponding to San Francisco Bay.
0942: Alongside Pier 92 0949: Not underway conditions. Dist.
Weather foggy with overcast sky.
R. Farrell, Lt. (j.g.) U. S. N. R.

14-24 Moved as before. Repairs and alterations in various
parts of the ship by Matson Navigation Co. Blue sky
with detached clouds.
R. Farrell Lt. (j.g.) U. S. N. R.

Note - Ship granted availability for extensive alterations
to living quarters and minor alterations & im-
provements on decks. Engine overhaul covered by
Engineer Officer's report. Living quarters enlarged
and ventilation improved to allow for recent in-
crease in complement granted by BuPers. Former
allowance 107 men, present allowance 143 men,
approximate expected complement for coming
voyage - 73 officers, 170 men.

B. F. McKin, Lt. Cdr., U. S. N. R.
Executive Officer

June description + 8
July 8, 1943

U. S. S. Hercules
War Diary

San Francisco,
California

0-17 Repairs and alterations going on as before. Sea calm,
overcast and foggy.

R. Farrell Lt (j.g.) U.S.N.R.

17-24 Moved as before. Blue sky with detached clouds, wind
from west force 1.

R. Farrell Lt (j.g.) U.S.N.R.

July 9th, 1943

0-17 Foggy weather, with calm wind from the west and
slight sea.

R. Farrell, Lt (j.g.) U.S.N.R.

17-24. Moved to Pier 92, port side to. Secured unloading
ammunition. 255 rounds 5" 51 cal. 308 of 3", 50 cal sent
to N.A.D., Marx Island.

R. Farrell, Lt (j.g.) U. S. N. R.

U.S.S. Hercules
War Diary

Zone description + 8

San Francisco
California

July 10, 1943.

No remarks.

R. Farrell, Lt (j.g.) U.S.N.R.

July 11, 1943.

Set fire-protection watch while repairs and alterations are going on. 1300. Bow mooring cable and after mooring line parted due to passing ship's rapid speed. Foggy weather with cloudy sky.

R. Farrell, Lt (j.g.) U.S.N.R.

July 12, 1943

No remarks.

R. Farrell, Lt (j.g.) U.S.N.R.

July 13, 1943

No remarks

R. Farrell Lt (j.g.) U.S.N.R.

July 14, 1943

No remarks

R. Farrell Lt. (j.g.) U.S.N.R.

July 15, 1943

No remarks

R. Farrell, Lt (j.g.) U.S.N.R.

Zone description +8

U.S.S. Hercules
War Diary

San Francisco,
California

July 16, 1943

Moved as before, Pier 92, port side to. Repairs and alterations by Matson Navigation Company, San Francisco. Gyro compass secured. Sky overcast with SW wind force 1.

Richard Farrell, Lt (j.g.) U.S.N.R.

July 17, 1943

no remarks

Richard Farrell Lt (j.g.) U.S.N.R.

July 18, 1943

no remarks

Richard Farrell, Lt (j.g.) U.S.N.R.

July 19, 1943.

1715. Commenced taking on fresh water in after peak tanks. Cloudy sky, wind from SW, force 2.

Richard Farrell Lt (j.g.) U.S.N.R.

July 20, 1943.

0225. Secured taking on fresh water. 68,931 gallons received.

Richard Farrell, Lt (j.g.) U.S.N.R.

July 21, 1943.

no remarks.

Richard Farrell Lt (j.g.) U.S.N.R.

Zone desor. + 8

U. S. S. Hercules

San Francisco
California.

War Diary

July 22, 1943

0000-1200 Moored alongside Pier 92, port side to, for engine overhaul, reconstruction of living quarters and other repairs & alterations. Weather clear, wind westerly. Ship's draft forward 7'06", aft 20'10". 1135-1200 Exercised personnel at Gen. Quarters. Fire & Abandon Ship Drills.

1200-2400 1415 Rec'd aboard eight crates SL Radar equipment. Placed same in Captain's cabin and posted armed sentry in cabin. 1430 State of Cal. wharf inspector aboard.

R. T. M. Jenkins Lt. Cdr.
USNR.

July 23, 1943.

1350 Commenced taking fresh water. No other remarks.

R. T. M. Jenkins, Lt.-Cdr., USNR.

Reg. No.	11
L.S. No.	623835

F-43

623835

1943 OCT 13 7 28

COMMANDER IN CHIEF
U.S. FLEET
RECEIVED

56478

Zone descr. + 8
July 24, 1943

U.S.S. Hercules
War Diary

San Francisco
023835
California

0000-1200 Moored alongside Pier 92, port side to, for 20 days availability. Ship's draft fwd. 8'03", aft 20'07".
0815 Mustered ship's company on pier. 0924 Capt. La Freutz, U.S.N. and Board of Inspection from Port Director, San Francisco reported aboard to conduct Annual Inspection of Personnel & Matériel. 1045 Completed taking fresh water - totalling 60,604 gals. 1121 Annual Inspection completed and Port Director's Party departed.

Note - At approx. 0830 an opened carton, containing a piece of radar equipment dented on one corner, was found on the pier abreast the ship's port quarter and reported to the O.D.D. by the Matson Co. workman who discovered it. The matter was at once reported to the R.M.O. officer and, after investigation by ONI and the ship's officers, it was found that the carton had been removed from the Captain's cabin by his steward's mate while preparing for Annual Inspection and put ashore with dry garbage. R.M.O. officer, on investigation, reports no damage to operating portion of unit.

1200-2400. Conditions as before - no remarks.

D. F. Jenkins, Lt.-Cmdr., U.S.N.R.

Zone desor. + 8
July 25, 1943

U.S.S. Hercules
War Diary

San Francisco
California

0000-1200 Moored alongside Pier 92, port side to. Ship's draft
ford. 8'02", aft 20'08" 0840 Heavy radar equipment rec'd.
July 20 moved on decks out of #4 hold. Operation guarded
by armed sentry.

1200-2400

1245. Secured armed guard at #4 hatch. Guard relieved by
RMO representative. 1515 Commenced taking fresh water.
1625 Derricks barge alongside to instal radar antenna.
1630 Completed taking fresh water - 4500 gals. 1825 Derricks
barge departed.

A. M. Guckin, Lt.-Cdr., U.S.N.R.

July 26, 1943.

0000-1200 Conditions as before. 0730 made all preparations
for shifting berth by flat tow in accordance with in-
structions from Port Director. 0845 Navy tug alongside.
0912 Rec'd. telephonic order from Comdr. McCord, repre-
senting Port Director, to delay shifting berth until 1000
July 27, to allow additional ~~welding~~ welding on
weather decks. Port Director's tug cast off and de-
parted. 1017 Lt.-Cdr. Ross from Port Director's Office reported
aboard to advise regarding more efficient ship organization.

1200-2400 1355 Lt.-Cdr. Ross departed. No remarks.

A. M. Guckin, Lt.-Cdr., USNR.

Zone descr. + 8

U.S.S. Hercules

July 27, 1943

War Diary

San Francisco.

0000-1200. Moored alongside Pier 92, port side to. Ship's draft fwd 8', aft 20'06". 0800 Made all preparations to shift berth.

Note. Vessel was not moved at 1000 as instructed, due to non-appearance of tugs.

1200-2400. 1230 Tugs Sea Rover & Henry Biddle alongside fore & aft. 1239. Pilots Haugens & Shirley aboard. Under way for flat tow to Pier 48 B in accordance with telephonic instructions from Port Director, San Francisco. 1300 Port Director advised of movement by visual signal. 1303 Tug Crowley #24 alongside. 1340. Moored alongside Pier 48 B, starboard side to. 1355 3 Tugs cast off and departed. 1400 Stevedore gang aboard to commence loading in holds # 2, 3, 5, 6 and 7. Loading officer Lt. Cdr. Shepard. Ship's draft before loading - forward 8', aft 21', mean 14'06".

B. F. M. Guckin, Lt. Cdr., U.S.N.R.

Note. Rec'd. permission from Port Director to weld below decks.

See slip in

July 28, 1943

0000-1200 Conditions as before. Draft fwd 8', aft 21'11".

0745 Commenced warming engines for dock trial.

0930 Four men stationed to geared mooring lines during dock trial. 0940 Commenced dock trial. 1035 Completed dock trial.

1200-2400 ¹²⁴⁵ Commenced taking fresh water. 1255 Main engines secured. 1350 All communications and battle phones checked and found in order.

B. F. M. Guckin, Lt. Cdr., U.S.N.R.

Zone desr. + 8

U.S.S. Hercules

War Diary

San Francisco

July 29, 1943

0-12 Moored at Pier 48 B, starboard side to, loading miscellaneous cargo in all holds except #4. Overhaul, alterations and repairs continuing under supervision of Asst. Industrial Mgr., with Matson Navigation Co as contractors. Weather - fog, clearing later, wind westerly. Draft for'd 11'07", aft 23'03". No remarks.

12-24 1710 Completed loading #7 hold. 1840 Service barge alongside to load Radar trucks. 1930 Completed taking fresh water. 2000 Marine guard of three men stationed in #2 hold to guard Radar equipment. 2130 Completed Radar installation on signal bridge; workmen departed.

D. M. Larkin, Lt. Cdr., USNR

July 30, 1943

0-12 Conditions as before. Weather - fog, wind westerly.

Ship's draft 14'03" for'd, 23'10" aft. 0257 #3 Jumbo boom stbd' guy parted while rigging, apparently due to dry rot. 1120 Fuel Barge alongside. Draft for'd 15'01", aft 24'. 1155 Commenced fueling from barge. 1230 Completed

12-24 1730 Completed fueling - draft for'd. 20'04", aft 24'.

Total taken - 7,993 Bbls. or 335,706 gals

D. M. Larkin, Lt. Cdr., USNR

Zone desor. + 8

U.S.S. Hercules
War Diary

San Francisco

July 31, 1943

0-12. Moored at Pier 48 B loading general cargo. Draft
for'd. 20'10", aft 24'. No remarks.

12-24 As before. 1530 Commenced taking ammunition
aboard from NSD. 2025 Completed loading ammuni-
tion.

B.F.M. Guckin, Lt. Cdr., USNR

August 1, 1943.

0-12 Conditions as before. Draft for'd. 22', aft 25'06"
~~173~~

12-24 1335 Completed loading #4 hold. 1450 Completed
loading #2. 1457 While being loaded at #6 hatch, a box
containing airplane motor dropped approx. 3ft. to the
decks. The box was put ashore and loading officer notified.
1650 Completed loading #1 hold. 1945 Completed loading
#5 and 6.

B.F.M. Guckin, Lt. Cdr., U.S.N.R.

Zone descr. + 8

U.S.S. Hercules

August 2, 1943

War Diary

San Francisco

0-4. Moored at Pier 48 B, starboard side to, completing loading of general cargo consigned to Dofo, Fray & Iron. Draft forward 23' 11", aft 24' 09", mean 24' 04". Weather clear, wind - none. No remarks.
R. F. M. Euckri, Lt. Cdr., U.S.N.R.

4-8 As before. 0535 Completed loading vessel. Stevedore gangs departed. 0600 Made all preparations for getting underway. 0745 Harbor pilot Fogarty aboard. 0800 Tug Fearless alongside and Tug Pilot aboard. Six Matson workmen aboard to complete electrical repairs.
R. F. M. Euckri, Lt. Cdr., U.S.N.R.

8-12 0807 Underway to San Rafael de-gaussing range. Tug Pilot Barker at Conn. Captain, Pilot Fogarty, Exec. Officer and Navigator on bridge. 0823. Port Director launch alongside to put aboard Hercules hire-handling party. Tug Fearless and Pilot Barker away. 0934. On San Rafael De-gaussing range. 0947 launch alongside - Mr Armstrong & Mr Choy, de-gaussing technicians aboard. 0948 - Running up range on various courses & speeds - conforming to range. (TDR FMs) set as standard speed. 0956 Dipped colors to U.S.S. Nashville - Gentle southerly breeze - warm pleasant weather, visibility good.
R. McQuibben, Lt. (jg), USNR.

12-16

Running De-gaussing range as before various courses & speeds Pilot Fogarty connning 1455. Secured from running range, awaiting papers.

Paul Bernhardt Lt. (jg) USNR

16-20 - Standing by awaiting De-gaussing papers. 1620 received De-gaussing papers - 1637 left De-gaussing range - 1730 arrived off Mission Rock for Compass Compensation - 1740 Officers aboard for Compass Compensation - 1752 on various headings for Compensation - 1746 Lt. Col. M. F. Taylor USCB pilot aboard.

R. Blumstein Lt. (jg.) USNR.

Zone level +8

U.S.S. Hercules

War Diary

August 2nd

20-24 Continuing adjusting compasses, 2044 finished adjusting compasses, operating under Com. 12 Voyage Order 306-43 and West Sea Iron Movement Order 607-43 weather, light westerly wind, clear sky, smooth sea

P. Bryant (S.O.)

0:4 On course 250° gyro maneuvering with Captain at conn. 2359. At speed 93 RPMs.
+2000 fms.

20. +8.

U.S. Hercules
War Diary

3. August 43.

At sea

0-4. On course - 250° gyro. maneuvering with Capt. at conn-2359 - at speed
- 13 nozzles - 95 RPMs - 0057 - Farallone light beam to stbd - 1.5 miles distant
Continued on 250° gyro - until 0112 and took departure on Farallones light bearing
045° gyro - 0121 Adjusted course to 214° gyro. Dimmed masthead & running lights
to 1/2 intensity @ 300. Adjusted course to 157° gyro - bridge log reading 30.5.
(steamed since 0112) 030 - All booms & cargo gear reported secure.
Weather cool & clear until 0210 when visibility decreased
Wind - NNW force 2. Sea NNW - choppy with long low ground swells
Vessel rolling considerably with spray boarding vessel
until change of course at 0300.

Rome Gulbenk - Ltjg USNR

4-8

Steaming as before on course ~~157~~ 157° P6C 140° P5C 142° P57C at 93 RPM
O'cast sky moderately rough NW sea. Vessel rolling easily.

Paul Bonamandy Ltjg USNR

8-12. 0800 c/c to 146° P9C - 93 RPM - Weather - overcast, moderate
NW sea -

H.B. Conklin Ltjg USNR

12-16 Steaming as before, Gyro 146, 132 P.2.H., 130 P.S.C.,
1320 c/c to 145 Gyro, 131 P.2.H., 129 P.S.C., Weather, Light
Westerly Wind, smooth sea, Cloudy sky

P.L. Bryant Ltjg USNR

16-20. Steaming as before. course 145° gyro - 137° magnetic. 1934. Set modified
Condition II for sunset. Weather cool & completely overcast - wind 0!
Slight NW xW. sea & swell. ship riding smoothly -

Rome Gulbenk - Ltjg USNR

20-24

Steaming as before on course 145° P6C 132° P57C 93 RPM 2045 c/c to 092° P5C
075° P5C 075° P57C reduced speed to 80 RPM. O'cast & cloudy slight mist, low NW swell

Paul Bonamandy Ltjg USNR

August 4, 1943 (cont.)

8-12 Conditions as before. Ship's draft fwd. 23'04", aft 24'10"
0950 lighter alongside to discharge Hercules consequent
of plane enquires for Naval Air Station.

17-24 1300 Gun drills for 3" and 20 mm. batteries, under
gunnery Officer. 1400 Secured 3" gun drill. 1405 Floating
Crane alongside to load vehicles. 1415 Commanding Officer
ashore to report to Port Director. 1430 Secured 20 mm
drill.

R. F. M. Guckin, Lt.-Col., U.S.N.R.

August 5, 1943

Zone desor. + 8

San Diego, Cal.

9-12 At Navy Pier, San Diego, starboard side to, loading
General Cargo, vehicles and LCVTs consigned to Fray,
Dofo and Iron. Draft fwd. 24'05", aft 25'03" 0900
Completed loading #3 hold. 0916 Completed loading #4
hold, starboard hatch. 0925 Completed loading #6.
0937. Completed #4, port hatch. 0945 Completed loading
#1. ~~1300 - 1400 5" .51 cal. gun drill. 16~~

12-24 1300 - 1400 Held 5" .51 cal. gun drill. 1630 Com-
pleted loading #2 hold. 1705 Completed loading #7.
1950 Completed loading #5 hold.

R. F. M. Guckin, Lt.-Col., U.S.N.R.

U.S.S. Hercules
War Deary

San Diego
California

Zone deser. + 8
August 6, 1943

0-4 Moored at Navy Pier, starboard side to, loading LCVP's on deck, by means of floating crane alongside. Civilian carpenters and riggers aboard. Ship's draft for'd. 25', aft 25' 04".

4-8 Conditions as before. Weather overcast & cool. Wind West, force 2. No remarks.

8-12 Conditions as before. 0820 Floating crane (YD 67) cast off and departed. 0900-1130 Gunnery Division making powder sample tests.

12-16 As before 1200-1517 3 Officer passengers, 5 enlisted men and 27 U.S. Marines under command of a Staff Sergeant reported aboard for passage. 1350 Commanding Officer ashore for Routing Instructions. 1500 Made all preparations for getting underway, and secured vessel for sea. 1415 C.O. returned aboard.
D. J. McKin, Lt. Comdr., U.S.N.R.

Insert. Draft before sailing - for'd. 24' 09", aft. 26' 01", mean 25' 05"
16-20 As before. 1635 Pilot J. T. Larson aboard. 2 Navy Tugs alongside - YF 266 and 148. 1642 Underway to Pearl Harbor, T. H. in obedience to Movement Order A163 of Com 11. Steaming out San Diego harbor on various courses and speeds, Pilot at con, Captain, Executive and Navigator on bridge. 1645 Tugs departed. Hercules escorted until about dusk by Blink and until 2200 by PC 815. 1725 Cleared baulk boom and stood out thro' swept channel, U.S.S. PC 815 maneuvering ahead. 1749 Dropped Pilot. 1750 Shifted from maneuvering speed to 12 nozzles, 93 rpm. 1828 "Departure". "A" Sea Buoy abeam to starboard. Commenced zigzag on Plan # 11, base course 255° p.g.c. 1839 reduced to 90 RPM. Weather overcast.
D. J. McKin Lt. Comdr. USNR.

POSITION 2000 :- LAT. 32-26 N., LONG. 117°-53' W.

12

U.S.S. Hercules
was busy

zone down +8

20-24 Steaming as before on Z Z plan #11 Base course
255° Gyro, 90 R.P.M. 2030 ceased Z Z and
resumed Base course 255° Gyro, increased R.P.M.
to 93, weather, light north westerly. Wind & sea
sky cloudy

R. Bryant Lt (a) USNR

M. S. Hercules.
War Diary

At Sea

Zone Descript. +8
7-August 1943

0-4. Steaming on course 255° gyro. 93 RPMs. - 12 nozzles. - 0005 Radar echo reported @ 300° gyro - 8 miles distant. 0025. Target faded from range bearing 050°. presumed to be Bishop Rock. 0250 adjusted course to 252° gyro. - 258° magnetic. Weather. partially overcast with WNW cool wind force 2. WNW sea & moderate swell. Vessel pitching moderately & taking considerable spray

R. M. Culbert. Lt(jg) USNR.

4-8

Steaming as before on course 252° PGC 236° P.S.C. 238° P.Stgc. at 93 RPM 0500 Commenced ZZ on plan 11. Overcast with moderate WNW wind & sea

Paul O. Bonardel Lt(jg) USNR

POSITION 0800 :- LAT. 31° - 24' N. , LONG. 121° - 44' W.

8-12 Steaming as before on base course 252° PGC, ZZ on plan 11, 93 RPM. Weather, partly cloudy, moderate n'westerly wind and sea.

R. M. Culbert Lt(jg) USNR

POSITION 1200 :- LAT. 31° - 04' N. , LONG. 122° - 57' W.

12-16 Steaming as before on Base course 252 PGC ON ZZ Plan 11 93 R.P.M., 1300 Gy to 254 Gyro, 240 P.N.H., 239 P.S.C. Continued ZZ on plan 11, 93 R.P.M., weather, light north westerly wind, slight sea, clear sky.

R. M. Culbert Lt(jg) U.S.N.R.

16-20. Steaming as before. ZZ on plan 11 - base course 254° gyro - 240° prob. 93 RPMs. 1935 Set modified condition 2 for sunset. Weather. partially overcast with NW wind (moderate) and vessel riding smoothly to slight sea & moderate NNW swells

R. M. Culbert. Lt(jg) USNR.

POSITION 2000 :- LAT. 30° - 29' N. , LONG. 125° - 25' W.

20-24

2000 Case ZZ resumed base course 254° PGC 239° P.S.C. 241° P.Stgc. 93 RPM 2210 Radar contact target bearing 250° True dist 8 miles 2245 Lost contact, bearing 082° True dist 11.5 miles. Part cloudy small NW sea 2300 Radar contact 25 minutes

Paul O. Bonardel Lt(jg) USNR

U.S.S. Hercules
War Diary

Zone description + 8
8 August 1943

At sea

0-4 as before on course 254° PBC 93 RPM weather, partly cloudy, light N. westerly wind, low sea
A. Blankin Lt(jg) USNR

~~8-12~~ 4-8 Steaming as before on gyro 254, 240 P.W.H. 238 P.B.C. 93 R.P.M. 0537 G.C. to 234 gyro, 0637 G.C. to 254 gyro. weather, light north westerly wind, smooth sea sky overcast

P. Bryant Lt(jg) U.S.N.R.

POSITION 0800 :- LAT. 29°-25' N., LONG. 129°-18' W.

8-12. As before. Steaming on course 254° gyro. 240° wh. mag. 93 RPM. Weather - clear warm weather - NW wind force 1 - vessel riding smoothly to slight NE sea & swell.

R. M. Gulbenk Lt(jg) USNR

POSITION 1200 :- LAT. 29°-07' N., LONG. 130°-38' W.

12-16

Steaming as before on course 254° PBC 239° PStgE 238 PBC 93 RPM 1240 Energized DeGaussing Coils. 1307 G.C. to 253° PBC 236 1/2° PBC 237 PStgE increased RPM to 94. Clear sky light NW breeze small NW sea.

Paul O. Hernandez Lt(jg) USNR

16-20 Steaming as before on course 253° PBC 94 RPM. 1625 One barrage balloon sighted overhead at approximately 20000 feet elevation. Approximate position at 1630 Lat. 28° 45' N. Long. 132° 00' W. Remained in sight for about 2 hours. Appeared to be travelling in about same direction as ship. Weather, partly cloudy - light N.W. westerly breeze. N. Easterly sea and swell.

A. Blankin Lt(jg) USNR

POSITION 2000 :- LAT. 28°-30' N., LONG. 133°-16' W.

20-24 Steaming as before on gyro 253, 94 R.P.M. 2045 G.C. to 252 gyro, 236 P.W.H. 235.5 P.B.C., weather light N.W. wind, smooth sea, clear sky

P. Bryant Lt(jg) U.S.N.R.

Zone Description +9
9- August 1943.

U. S. S. Hercules.
War Diary

At Sea

0-4. As before, steaming on course 252° gyro- 256° (wheelhouse magnetic) 94 RPMs. 13 nozzle jets. Weather - gentle NW breeze. smooth sea - sky partially overcast - vessel riding easily
Lemo Gulbert Lt (jg) USNR.

4-8

steaming as before on course 252° PGC 236½° PSC 236½° PStgc at 94 RPM
Partly cloudy small NE sea & swell

Paul O'Bonander Lt(jg) USNR

Position 0800:- LAT. 27°-25' N., LONG. 137°-16' W.

8-12. Steaming as before on course 252° PGC, 94 R.P.M. Partly cloudy light N easterly sea and swell, easterly wind force 4
A. B. Corbin Lt(jg) USNR.

Position 1200:- LAT. 27°-02' N., LONG. 138°-33' W.

12-16 Steaming as before on course gyro 252, 94 R.P.M. 1315 gc to 250 gyro. 234 P.N.H. 234.5 P.D.C., 1330 reduced RPM to 89, 1400 commenced ZZ plan 11, weather, light N ealy, wind smooth sea, clear sky.

Pl Bryant Lt (jg) U.S.N.R.

16-20. Steaming as before - on course 250° gyro- 254° wh. magnetic, and zoning in accordance with plan #11- 89 RPMs. 1940 - at modified condition # for sunset - weather - warm with partially overcast sky - NE'y wind force 4 NE. moderate following sea and swells -

Lemo Gulbert Lt(jg) USNR.

20-24

steaming as before on course 250° PGC 234½° PSC 234½° PStgc ZZ on Plan 11 at 89 RPM 2300 retarded clocks 25 minutes. Cloudy with moderately rough Ely sea
Paul O'Bonander Lt(jg) USNR

Position 2000:- LAT. 26°-21' N., LONG. 140°-48' W.

USS Hercules

War diary

Zone Description + 9
10 August 1943

At sea

0-4 Steaming as before, ZZ in accordance with plan #11 base course 250° PBC, 89 R.P.M. Partly cloudy with moderate easterly sea, N easterly wind force 3.

A. B. Conklin #430 USNR

4-8. 8-12 Steaming as before on ZZ Plan # 11 Course by gyro 250, 234 P.N.H., 234.5 P.S.C., 89 R.P.M. weather, light south by wind, smooth sea, sky overcast

P. H. Bryant #450 USNR

POSITION 0800 :- LAT. 25° - 17' N., LONG. 144° - 16' W.

8-12. Steaming as before - on course 250° gyro. 234 rev. mag - ZZ on plan #11. 89 RPMs - 0830 - Placed dequising on - 0900 secured d/g. 0946 General Quarters 0946 1/2 All guns manned 0947. All stations manned - 0949 secured S.G. and went into gun drill with balloon targets. 1012, cc to 290° gyro - 1021 - cc to 270° gyro - 1024 cc to 280° gyro - 1051 secured from Gun Drill having expended 12 Rounds 5"50 cal. Index 2919, 8 Rounds 5"50 cal. Index 2866, 1 Round 5"51 Index 2568 480 Rounds 20mm 1051 secured (1 Round 5"50 - Index 2419 failed to perform according to fuse setting) - 1100 Changed course to 250° gyro - 234 mag and resumed ZZ on plan #11 - 1102 General Quarters - 1105 all guns manned - 1109 abandon ship - 1115 secured from abandon ship. Weather - warm and overcast - NE wind force 4, following moderate NE sea & swell.

Rene Quilient. #419 USNR

POSITION 1200 :- LAT. 24° - 56' N., LONG. 145° - 21' W.

12-16. Steaming as before on base course 250° PBC 234 PSC 234 PSTG 89 RPM 1315 Adjusted Base course to 251° PBC 236 PSC 236 PSTG 1325 Reduced RPM to 87 RPM - cloudy moderately rough E by sea & swell, vessel rolling easily

Paul Bonamandus #413 USNR

16-20 Steaming as before ZZ in accordance with plan #11 base course 251° PBC, 87 RPM - Partly cloudy, moderate easterly sea and swell, easterly wind force 4

A. B. Conklin #430 USNR

POSITION 2000 :- LAT. 24° - 16' N., LONG. 147° - 37' W.

USS Hercules

War Diary

at Sea.

Zone Description +9
10 August 1943

20-24 Steaming as before, Gyro 251, 87 R.P.M., 2100 Cpe
to 250 continued ZTZ on Plan # 11 increased R.P.M.
to 89, weather, light south by wind, smooth sea,
sky partly overcast

P. Bryant Lt. (JG) U.S.N.R.

Zone Description + 10
11 August 1943.

U. S. S. Hercules
War Diary

At Sea

0-4. Steaming as before on course 250° gyro, 255° (wh. mag) - ZZ plan 11, 89 RPMs.
Weather - warm with partially overcast sky - Moderate NE sea & swell - North
wind force 4-

Lemo Rubent. Lt (jg) USNR.

4-8

Steaming as before on base course 250° P6C 236° P5C 235° P5T9C - ZZ
in accordance with Plan 11 at 89 RPM. 0650 sighted friendly aircraft
bearing 160° True Partly cloudy clear, moderate easterly sea & swell. Vessel
rolling gently.

Paul O. Bonaudin Lt (jg) USNR

POSITION 0800 :- LAT. 23° 11' N., LONG. 150° 48' W.

8-12 0800 adjusted course to 248° P6C - ZZ in accordance with
plan 11. Increased to 90 RPM. 0800 radar screen indicated
target on starboard beam 5 miles distant - disappeared
soon after being picked up - not identified. 0900 De Gaussing
turned on for test - 0930 secured De Gaussing. Weather,
cloudy, heavy rain squall about 0830 - Moderate easterly
sea and swell.

R. B. Conklin Lt (jg) USNR.

POSITION 1200 :- LAT. 22° 50' N., LONG. 151° 52' W.

12-16 Steaming as before on course 248, gyro 90 R.P.M.
1317 opened target practice with 3" 50 on balloons.
1330 G.C. to 249 gyro, 236 P.N.H., 235 P.D.C. increased
R.P.M. to 93, ZZ on plan # 11, 1340 secured guns
after firing 14 rounds, 10 rounds Index 2919, 4 rounds
2911 illuminating, 3 rounds 2919 and one round 2911
illuminating failed in first action. Weather, light E by
wind, smooth sea, sky overcast with passing showers

P. Bryant Lt (jg) USNR.

POSITION 2000 :- LAT. 22° 08' N., LONG. 154° 04' W.

U. S. S. Hercules.
War Diary

At Sea.

Lone Description + 10
11- August 1945.

16-20. Steaming as before on course 249° (gyro) 254° (wh. mag) - 93 RPMs. ZZ
in accordance with plan #11 - 1940 Set modified condition II for sunset.
Weather: warm with overcast sky - NE sea & moderate NE swell - SE wind
force 4.

Remo Culbert Lt (jg) USNR.

20-24

Steaming as before on course 249° PGC 234° PSTGC 236° PSC at 93 RPM
ZZ in accordance with plan 11 2118 Sargeant in charge of Marine
passengers on board reported finding 1 case of Beer, which is part of cargo.
This case of which five bottles were unopened was found in # 4 hatch
trunk on port side. - Weather - Part cloudy & clear. Small S & E sea & swell

Paul O. Hernandez Lt(jg) USNR

U.S.S. Hercules
War Diary

At Sea

Zone descr. +10

August 12, 1943

0-4 Steaming on base course 249° p.g.c. using Z/2 plan 11 at 93 rpm. 0200 Ceased Z/2, resumed base course. 0215 C/c to 269° p.g.c. 0220 Commenced Z/2 on plan 11. Weather overcast, wind SE force 4, sea moderate.

F. B. Conklin, Lt. (J.G.) USNR
per Bfm

4-8 Conditions as before. 0602 Sighted vessel one point on port bow. Identified by blinker as U.S.S. Taney (AW37), dispatched to escort Hercules into Pearl. Sighted Molo-kai Island on port beam. 0627 C/c to 234° p.g.c. 0655 Cut in de-gaussing coils.

T. L. Bryant, Lt. (J.G.) USNR
per Bfm

POSITION 0800: LAT. $21^{\circ} 15' N.$, LONG. $157^{\circ} 36' W.$

8-12 Conditions as before. Steaming on course 234° p.g.c. through Kaiwi Channel, escorted by U.S.S. Taney. 0806 C/c to 262° p.g.c. 0845 Diamond Head Light abeam to starboard. C/c to 290° p.g.c. 0850 Set engines on maneuvering speed. 0855 "Arrival" Honolulu, T.H., 5 days, 16 hours, 57 minutes from San Diego, Cal. Distance covered 2358 miles, speed 17.22 knots. 0855 Rec'd. signal from Pearl Harbor Navy Yard to keep clear of entrance until about 1030 and await orders. Stood off and on, at various courses and speeds, Captain at conn, Executive and Navigator on bridge. 1050 Rec'd. signal to take pilot at channel entrance and enter at discretion. C/c to head for entrance range. 1117 Pilot Green aboard. Entering Pearl Harbor, pilot at conn. 1216 Tug YT 142 alongside.

12-16 Starboard quarter. 1223 Moored at Berth B 24, port side to, and commenced discharging deck cargo of LCVTs. 0315 3 Officer passengers, 5 U.S.N. enlisted men and 27 U.S. Marines departed to carry out basic orders. Executive Officer ashore to report to Port Director regarding cargo and minor repairs & alterations. 0415 Commanding Officer ashore to report arrival.

B. V. M. Jenkins, Lt. Cdr. USNR

21

August 12 (cont.)

16-20 Conditions as before. 1645 Pilot Green aboard. Made preparations to shift berth on verbal instructions from Port Director. 1654 Tug Y/T 146 alongside starboard bow. 1700 Travelling crane completed unloading LCV's. 1703 Tug Makaala alongside starboard quarter. 1710 Parted after bow spring. Underway to shift berth. Pilot at com, Captain, Executive + Navigator on bridge. 1725 Tug Makaala cast off. 1743 Moored to Berth M 4, Pearl Harbor, port side to 1748 Pilot ashore. 1800 Stevedores aboard to discharge general cargo. 1810 Commenced discharging from all holds except #4. B. F. M. Guckin, Lt.-Com., U.S.N.R.

20-24 As before. 2230 Posted sentry to guard U.S. Mail in ^{#14} #7 hatches. No further remarks. B. F. M. Guckin, Lt.-Com., U.S.N.R.

Zone descr. + 10 1/2

U.S.S. Hercules
War Diary

Pearl Harbor, T.H.

August 13, 1943.

0-12 Moored at Berth Mike 4, port side to, discharging general cargo. cranes, hatches operated by civilian stevedores. (Note - These Hawaiians do the most efficient and rapid job of cargo discharge so far encountered by Hercules, although a trifle rough on the gear.) Ship's draft for'd. 23', aft 25'10". 0055 Completed discharging U.S. Mail from #7. Sentry secured. 0130 #1 likewise. 0820 Marine sentry posted over cargo of beer in #4 & 5. 0900 Gyro secured. 0930. Motor-whaleboat #1 hoisted out and tested. 1005 Barge YC 429 alongside out-board to assist unloading.

12-24 1520 Barge departed. No remarks
B. F. M'Guckin, Lt. - Cdr., U.S.N.R.

August 14, 1943

0-12 Moored at Berth Mike 4, Pearl Harbor, discharging general cargo. Ship's draft for'd. 19'08", aft 22'10". 0815 De-Gaussing coils operated for testing. 0855 Port Director working party aboard to install interior communication system. Party included two-man fire watch for welding. 1145 Heavy lift barge alongside - Havisick #5.

12-24 Conditions as before - no remarks.
B. F. M'Guckin, Lt. - Cdr., USNR.

Zone deser. + 10 1/2

U.S.S. Hercules
War Diary

Pearl Harbor, T.H.

August 15, 1943

10-12 Moored at Berth Mike 4, discharging general cargo. Ship's draft for'd. 16' 05", aft 22' 10" Completed unloading #1 hold. 1145 27 ton lift of sheet steel dropped from upper tween decks to ~~lower~~ ^{double bottom tank, to top} #2 hold, due to wire straps carrying away. Struck case of machinery, shearing three stud bolts. No damage to ship immediately apparent. Hull board instructed investigate and report.

12-24 As before. 1220 - 1419 Took 35,243 gals. fresh water. 1940 Barge alongside outboard. B. V. M. Guckin, Lt. Cdr., USNR.

August 16, 1943

10-12 Conditions as above. Ship's draft for'd. 10' 08", aft 22' 08". 0750 Started gyro compass. 0805 Three junior officers ashore for two-day instruction at Fire fighting school, Pearl Harbor. 0830 De. gaussing turned on for testing. 0943 Moved ship approx. 75 ft. forward to allow oil barge to tie up astern.

12-24 1325 Captain and Executive to Port Director's office to discuss change in orders for Hercules. Received verbal instructions from Operations to shift berth at 1700 this date to Berth King 5. 1448 Made all preparations for getting underway. 1649 Pilot Greene aboard. 1710 Underway to shift berth, pilot at conn, Captain & Navigator on bridge. 1800. Moored to berth King 5, Pearl Harbor. Pilot ashore. Ship's draft for'd. 10', aft 22' 06". B. V. M. Guckin, Lt. Cdr., USNR.

Zone des. + 10 1/2

U.S.S. Hercules
War Diary

Pearl Harbor, T.H.

August 17, 1943

0-12 Moored at Berth King 5, Pearl Harbor, to load general cargo and landing craft for U.S. Army. 0730 Motor whaleboat away with three officers for fire-fighting school. 0800 Six civilian stevedore crews aboard and commenced loading pierced planking in all holds except #4. 0910 Port Director working party aboard for minor changes to laundry and radar shack. 0925 Gunnery Officer ashore to request replacement ammunition due to material failure at last target practice. 1150 2nd Lt. ^{L.R.} Mathew, U.S.A. reported ~~af~~ aboard with one enlisted man as cargo watchers for the Army.

12-24 As before. 1510 General alarm system tested. 2340 Three crates 90 mm. ammunition dropped overboard by stevedores abreast #4 hatch starboard side. Spot marked by paint, for recovery after departure.

B. F. M. Guckin, Lt. Cdr., USNR

August 18 Conditions as above. Ship's draft for'd. 12'10", aft 23'06"
1400 Drilled gun crews on ammunition hoist. 2130 Set fire watch in ship's laundry during welding operations to enlarge laundry space.

B. F. M. Guckin, Lt. Cdr., USNR

Insert - On August 17 Capt. Jennings, U.S.N., Chief of Staff to ^{Revere} Admiral Willis A. Lee, U.S.N., CTF 11, came aboard and advised Executive Officer (during temporary absence of Commanding Officer) that Hercules would act as flagship during prospective operation.

Zone descr. + 10 1/2

U. S. - Hercules
War Diary

Pearl Harbor, T.H.

August 19, 1943

0-12 Moored at Berth King 5, Pearl Harbor, loading pierced planking, ammunition, vehicles and general cargo. Various members of CTF 11 staff aboard for conferences and to draw up operation plan. Ship's draft for'd. 15'03", aft 25' 01 1/2 #3 heavy lift boom reported out of order. Jaws spreading at goose-necks, and slight bend in boom itself noticeable above goose-necks. 0700 working-party ashore for provisions.

12-24 1430 In accordance with instructions from Combat Ship Pacflt, following men reported for temporary duty - 2 aerographers, 2 yeomen, 10 radiomen, 6 signalmen, 3 seamen, 1 cook, 2 steward's mates. 1805 - 1850 1st lieutenant and 2nd Div. Officer held handy-billy drill on pier for damage-control party.

R. J. M. Jenkins, Lt.-Cdr., USNR

August 20, 1943

0-12 Conditions as above. Ship's draft for'd. 17'08", aft 26'02". Various members Combat Ship Pacflt. staff aboard.

12-24 1405 Ship carried away at #6 hatch, dropping army trucks approx. five feet, damaging trucks and hatch boards. Casualty reported to loading officer. 1430 #3 Jumbo boom unrigged and sent ashore for repair. 1800 Held gun drills on 20 mm. & 3".50 batteries. 1910 Drill secured.

R. J. M. Jenkins, Lt.-Cdr., USNR

Note - Three copies (#68-70) of Operation Order No. 1-43 of 21 August, 1943 received this date from CTF 11 via Flag lieutenant; annex "C" only attached.

Zone desr. + 10 1/2 U.S.S. Hercules

War Diary

Pearl Harbor, T.H.

August 21, 1943

0612 Moored at Berth King 5, loading ammunition, high octane gas, dynamite and general cargo. Ship's draft forward 19'03", aft 27'06". 1026 Rear Adm. W. A. Lee, U.S.N., Combatship Pacflt., CTF 11 aboard for conference. 1040 Adm. Lee ashore. 1030 Various officers of Army, Navy, U.S.M.C. & U.S.C.B. aboard for landing operations discussion. 1135 Conference completed and officers other than staff departed.

12-24 As before. 1310 Fuel barge 4023 alongside outboard. Commenced taking fuel. Out smoking lamp. 1357 In accordance instructions rec'd. by officer messenger, Commanding Officers of vessels in Transport group, Task Force 11, reported to Port Director for conference, but were unable to find any vestige of plans for conference or any officer who might have given instructions for same. 1540 Commander Tull 11.2.B (spns unit) aboard for conference with staff. 1722 Navy tug Geromino placed lighter alongside Hercules port quarter. 1755 Army cargo watcher reported careless handling by stevedores resulting in possible damage to directors. Matter reported to proper Army and Navy cargo officers. 1800 Held drill for Damage Control Party, with instruction by Division Officers in proper handling of equipment. 1926 Drill secured. 1925 Completed fueling, having taken 3374 bbls. Draft forward 22'02", aft 26'10". 1935 One gun director removed from #6, to investigate damage due to careless handling. Delivered to cargo officer on pier.

R. J. M. Tucker, Lt.-Col., U.S.N.R.

Zone descr. + 10^{1/2} U. S. S. Hercules
War Diary

August 22, 1943

Pearl Harbor, T. H.

0-12. Moored at Berth King 5, loading vehicles, ammunition and general cargo. Ship's draft fwd. 22'03", aft 27'06".

12-24 1350 #3 heavy lift boom returned and rigged, following straightening and repairs to yoke.
R. F. M. Jenkins, Lt. Cdr. USNRA

August 23 0-12 Conditions as above. Ship's draft fwd. 24'02", aft 26'08". 1030 CTF 11 aboard. 1135 CTF 11 departed.

12-24 1800 Held 3".50 loading & fuse setting drill, and damage-control instruction & drill. 1920 Secured from drills.
R. F. M. Jenkins, Lt. Cdr. USNRA

August 24 Conditions as before. Completing loading at Berth K 5. Ship's draft fwd. 24'09", aft 27'. 1000 T.F. Officers aboard from various ships for gunnery conference. 1005 Tested whistle & steering engine. 1030 Gunnery conference completed. 1025 72 Army enlisted men reported aboard for transportation and to service Army guns. 1055 Rear adm. Radford, U.S.N., and various other TF officers aboard for Conway conference. 1130 CTF 11 aboard. 1200 Conference completed and officers departed.

12-24 1325 CTF 11 ashore. 1600 CTF 11 aboard. 1610 Commenced loading ammunition to replace defective 3".50 amm. previously carried. 1710. CTF 11 ashore. 1945 Completed exchange of ammunition. 2130 All holds & decks now loaded and secured for sea.
R. F. M. Jenkins, Lt. Cdr. USNRA

Zone desor. +10 1/2

U.S.S. Hercules
War Diary

Pearl Harbor, T.H.

August 7-5, 1943

10-14 Moored at Berth K5, Pearl Harbor. Ship's draft fore'd. 24' 09", aft 27' 03", mean 26'. 0106 CTF 11 and Chief of Staff aboard.

4-8 As before. Made all preparations for getting underway. 0510 Commenced warming main engines. 0605 all holds sounded and pronounced dry.

8-12 As before. 0830 Pilot aboard. 0835 S.S. Pres. Tyler underway. 0855 U.S.S. Ashland (LSD 1) underway. 0907 2 Tugs alongside. 0912 Underway in accordance Operation Order 1-43 of Commander Task Force 11 dated August 2nd 1943. Pilot at Conn, Captain, Executive, Navigator and various Staff officers on bridge. Hercules carries flag, Tyler is guide. Ashland is third vessel of transport group. Aircraft group consists of Princeton + Belleau Wood. Escort group - Trathen, Spence Bradford + Boyd. 0928 Tugs cast off and departed. 0956 Pilot away. 0945 Turned on de-gaussing coils. 0955 Cleared baulk boom. 0956 Pilot away. 1001 Departure, #5 beacon abeam to starboard. Course 154° h.g.c. 90 rpm. 1014 C/c to 165° h.g.c. 1025 C/c to 175°. 1030 Increased to 93 rpm. 1032 C/c to 185°. 1035 C/c to 175°. 1044 C/c to 165°. 1049 C/c to 145°. 1051 C/c to 155°. 1055 C/c to 165°. 1100 C/c to 175°. 1105 Commenced A/A gun target practice on sleeves towed by land-based aircraft. 1120 C/c to 165°. 1134 C/c to 175°. 1151 C/c to 170°. 1157 C/c to 165°. Weather, light south by. Wind, slight sea, clear sky

Ph. Bryant Lt JG 1

Position 1200 :- LAT. 20°-49' N., Long. 157°-52' W.

12-16 Underway as before on various courses forming up in convoy position. 1230- Resumed base course 270° gyro 215° magnetic. + began #2 in accordance with plan #11. 75 RPMs. 1230. Secured de-gaussing 1555 down #2. 1400. Resumed base course. 270° gyro. retarded ship's time 1 1/2 30 minutes to Zone Time +11 - 1230 Resumed #2 on plan #11 - 1400- Currier launched patrol plan. Ship R.E. Sea + swell - clear sky - warm weather. NE wind force 3. Ship riding smoothly.

Lemuel Pulhuk Lt JG 1

U.S.S. Hercules

Zone - F11

August 25, 1943

At sea

16-20 Steaming in Convoy as before on course 220° PBC 213° PSTgC
 ZZ in accordance with plan eleven (11) 1756 set condition two (2)
 1800 Cease ZZ resume base course 220° PBC 215° PSTgC 1900 Change course
 to 180° PBC PSTgC resume ZZ plan eleven (11) - Convoy speed 13 knots

Paul O'Bomanolis #149 USNR

Position 2000 :- LAT. 19° 10' N., LONG. 159° 09' W.

20-24 Steaming as before in Convoy on course 180° PBC ZZ in accordance
 with plan 11. 2050 Cease ZZ resumed base course. 2100 C/C to
 225° PBC Commenced ZZ in accordance with plan 11 - Convoy
 speed 13 knots - weather - NE wind force 3 - partly cloudy,
 light rain squalls, light sea, moderate swell.

H. B. Conklin #149 USNR

Zone +11

August 26, 1943

0-4 Steaming as before in Convoy on course 225 PGC
ZZ in accordance with plan 11, weather light north Ely.
wind and sea, sky partly overcast with passing showers
Phygant Lt (JG) USNR.

4-8. Steaming as before in Convoy - on course 225° (gyro) 217° (wheel house magnetic)
Convoy speed 13 knts. 0426 General Quarters 0435 All Stations manned
0526 Secured G.O. & set condition 2-watches on guns. Warm weather
sky mostly overcast. NE moderate sea & swell - NE wind force 3. Vessel riding
easily.

Rem Gulbenk Lt (JG) USNR.

POSITION 0800 :- LAT. 17°-25' N., LONG. 160°-54' W.

8-12

Steaming in Convoy as before on course 225° PGC 217° PSTGC ZZ in
accordance with plan eleven (11) 0800 % to 220° PGC 212° PSTGC 0815 Course
ZZ 0900 Commenced ZZ in accordance with plan eight (8) - Convoy
speed 13 knots Part cloudy moderate NE sea & swell

Paul O Bonawille Lt (JG) USNR

POSITION 1200 :- LAT. 16°-49' N., LONG. 161°-29' W.

12-16 Steaming as before in Convoy on course 220° PGC - ZZ in
accordance with plan 8 - Convoy speed 13 knots - Partly cloudy
moderate NE sea & swell.

Blanchin Lt (JG) USNR.

16-20 Steaming as before on course 220° Gyro. ~~ZZ~~ ZZ
plan # 8 1905 resumed base course, 1915 Gyro to 170° Gyro
resumed ZZ plan # 8, weather, light N.E. wind and sea.
Clear sky

Phygant Lt (JG) USNR.

POSITION 2000 :- LAT. 15°-31' N., LONG. 162°-23' W.

U.S.S. Hercules
War Diary

at sea -

Log Description #11
26 August 1945.

20-24 Steaming as before on course 170° gyro - 1003 kts - 15 knots down speed - ZZ on plan 8.
2050 - turned ZZ & resumed main course - 2057 - ee to 220° gyro - 211 mag - & resumed ZZ
in accordance with plan #8 at 2100 - 2252 ZZ Plan & formation broken by mistake.
in course change - 2330. Resumed & formed up in normal disposition - Weather:
NE. Wind force 2, Mod NE swell & slight sea - clear starry sky.

H. M. Culbert, Lt. Comdr. USN.

Zone +11
August 27, 1943

U.S.S. Hercules
War Diary

At Sea

0-4 Under way in convoy Task Force Eleven (11) Bearing 130° Relative from guide 1250 yards distant on course 220° PGC 211° PStgc ZZ in accordance with plan eight (8) Convoy speed 13 knots. Partly cloudy small NE sea & moderate NE swell vessel rolling gently

Paul O. Romanelli Lt(jg) USNR

4-8 Steaming as before in convoy. Task Force eleven (11) on base course 220° PGC ZZ in accordance with plan 8. 0444 called General Quarters for sunrise - 0544 secured General Quarters - Partly cloudy, small NE sea and moderate swell.

W.B. Conklin, Lt(jg) USNR.

POSITION 0800 :- LAT. 13°-42' N., LONG. 163°-51' W.

8-12 Steaming as before on base course 220 Gyro, ZZ in accordance with plan #8, 0820 turned on De Hausing for testing, 0850 secured De Hausing, 1000 Fire drill. Water on deck in 2.5 hrs. equipment O.K., no remarks, 1100 changed ZZ to plan #39 on same course, weather light N.E. wind, slight sea, clear sky with low scattered clouds

R. Bryant Lt(jc) USNR

POSITION 1200 :- LAT. 13°-03' N., LONG. 164°-28' W.

16-20 Steaming as before on base course 220 gyro, 210° magneto - ZZ on plan #39 - 7 nozzles - 15 knts convoy speed. 1232 - Radar target reported bearing 250° - faded out bearing 230° at 1234. Partly cloudy - NE wind force 2 - vessel rolling gently to moderate NE sea & swell.

R. M. Culbert. Lt(jc) USNR.

20-20 Steaming in convoy as before on course 220° PGC 210° PStgc ZZ in accordance with plan 38 Convoy speed 13 knots 1905 Base ZZ resume base course 220° PGC 1915 Change course to 170° PGC 164° PStgc 1920 Resume ZZ on plan 38 - Partly cloudy heavy NE swell vessel rolling moderately

POSITION 2000 :- LAT. 11°-45' N. LONG. 165°-26' W. Paul O. Romanelli Lt(jg) USNR

20-24 Steaming in convoy as before on course 170° PGC ZZ in accordance with plan 39, 13 knots. 2050 ceased ZZ resumed base course 170° PGC - 2100 C/C to 220° PGC and commenced ZZ in accordance with plan 39 - Partly cloudy - NE sea, heavy NE swell.

W.B. Conklin, Lt(jg) USNR

33

300 + 11

U.S.S. Hercules
War Diary

August 28, 1943

at Sea.

0-4 Steaming as before in convoy on base course
220° gyro ZZ in accordance with plan 39, weather.
Light N.E. wind and sea, sky pt cldy.
P. Snyant Lt. (O) U.S.N.R.

4-8 Steaming as before in formation - base course 220° gyro - 210° mag. 7 nozzles - convoy
speed 13 knts. ZZ in accordance with plan # 39. 0458 Set General Quarters
0502. All Stations manned - 0558 Secured from G.O. & set condition 2.
0630 and 0703. Radar targets reportedly which faded out - presumably aircraft.
0745. Ship overtaken by rain squalls from NE. - Weather - Cloudy & threatening
squally weather - (Moderate NE) sea & swell - Vessel rolling moderately.
Rene Culbert Lt. (O) U.S.N.R.

POSITION 0800: LAT. 9° 47' N., LONG. 166° 59' W.

8-12 Steaming in convoy as before on course 220° P6C 210° P5tgC ZZ in
accordance with plan 39 Convoy speed 13 knots 0914 Ceased ZZ
resumed base course 220° P6C 210° P5tgC 0919 Executed maneuver
Turn 60° - course 280° P6C 0936 Executed maneuver Six Turn - course
220° P6C 0945 Executed maneuver Nine Turn course 130° P6C 0950
Executed Turn nine course 220° P6C 0956 Commenced ZZ on plan
39. Overcast & cloudy heavy rain squalls long N.E. by swell. Vessel
rolling moderately

Paul O. Bomandu Lt. (O) U.S.N.R.

POSITION 1200: - LAT. 9° 11' N., LONG. 167° 33' W.

12-16 Steaming as before in convoy on course 220° P6C ZZ in
accordance with plan # 39 - Convoy speed 13 knots - Overcast,
frequent heavy rain squalls - moderate NE swell - light NE sea.
Blunklin Lt. (O) U.S.N.R.

16-20 Steaming as before on base course 220° gyro ZZ in
accordance with plan # 39, weather Moderately N.E.
Wind and sea, sky cloudy with occasional rain
squalls.
P. Snyant Lt. (O) U.S.N.R.

POSITION 2000: - LAT. 7° 54' N., LONG. 168° 37' W.

U. S. S. Hercules.
War Diary

At Sea.

Love David - #11

28 August - 1945

20-240 Steaming as before in convoy formation on base course 270° gyro - 219° mag, \pm in accordance with plan #59. 1 nozzle - Convoy speed 15 knots. 2250 ceased \pm & resumed base course - 2360 - Adjusted course to 218° gyro 200° magnetic - 2510 - resumed \pm in accordance with plan #59.

Weather - cool & completely overcast with frequent rain squalls. NE sea & moderate swell - visibility extremely poor - \pm maneuvering by radar bearings and distances.

Richard K. [Signature]

Zone #11

U.S.S. Hercules
War Diary

August 29, 1943
0-4

At sea

Steaming in Convoy with task force 11 on course 210° P6C 200° P5tgC
ZZ in accordance with plan 39 Convoy speed 13 knots
Overcast & cloudy passing rain squalls moderate NE sea & swell

Paul O. Bonanola, Lt(jg) USNR

4-8 Steaming in Convoy with task force 11 on course 210° P6C
ZZ in accordance with plan 39, Convoy speed 13 knots - 0514 called
general quarters - 0614 secured general quarters - 0712 changed
course to 220° P6C ZZ on plan 39 - weather overcast, light
NE sea with low NE swell.

A. B. Conklin, Lt(jg) USNR

POSITION 0800 :- LAT. $5^{\circ} 50' N.$, LONG. $170^{\circ} 00' W.$

8-12, Steaming in Convoy, 0800 ceased ZZ on plan # 39, started
ZZ on plan # 40, base course 220° gyro, 210° P.W.H., 210° P.S.C.
Weather, light westerly wind, slight sea, sky overcast
with occasional showers.

P. Bryant, Lt(jg) USNR

POSITION 1200 :- LAT. $5^{\circ} 28' N.$, LONG. $170^{\circ} 14' W.$

12-16. Steaming as before in Convoy - on course 220° gyro 210° P.W.H. ZZ on
plan # 40 - 15 knots Convoy speed - light NE sea & moderate NE swell - weather
& sky clearing.

R. M. Diller, Lt(jg) USNR

16-20 Steaming in Convoy as before on course 220° P6C 210° P5tgC ZZ on
plan 40 Convoy speed 13 knots 1920 Ceased ZZ resume base course
 220° P6C 210° P5tgC 1930 Change course to 180° P6C 172° P5tgC 1940 resume ZZ
on plan 40 - Partly cloudy moderate confused sea

Paul O. Bonanola, Lt(jg) USNR

POSITION 2000 :- LAT. $4^{\circ} 10' N.$, LONG. $171^{\circ} 05' W.$

20-24 Steaming as before in Convoy on course 180° P6C ZZ in accordance
with plan 40 - Convoy speed 13 knots - 2120 Ceased ZZ resumed base
course - 2130 C/C to 230° P6C - 2140 Commenced ZZ in accordance
with plan 40 - Partly cloudy moderate confused sea.

A. B. Conklin, Lt(jg) USNR

U.S.S. Hercules
War Diary

+11
August 30th 1943

At Sea

0-4 Steaming in convoy with task force 11, on course
230° gyro, ZZ in accordance with plan # 40, Convoy
speed 13 knots, weather, light south eby wind, slight
sea, sky partly overcast

R Bryant Lt (SG) USNR

POSITION 0800 :- LAT. 2° 27' N., LONG. 172° 14' W.

4-8 Steaming in convoy as before. Course 230° gyro- 220° mag- 13 knts convoy speed
in accordance with plan # 40- 0617 Convoy ZZ resumed base course 230° gyro-
0624- Changed course and axis to 180°- 0639- General Order secured (all at
0527) 0640- Changed course & axis to 150° axis 0705 Bellawood designated
guide. Dropped out & began joining DD. Convoy speed set at 12 knts, ships
began maneuvering independently of ZZ with Bellawood as guide- behind
DD screen. Weather- Warm & clear- South Ely wind, force 2, slight sea &
low moderate swell

Rime Culbert Lt (SG) USNR

8-12 Steaming in convoy on course 130° P6C ZZ independently Bellawood
designated guide 0815 Cease ZZ Tyler designated as guide course 130° P6C
0834 changed course to 100° P6C 0841 Ashland designated as guide ZZ
independently. Clear small sly sea.

Paul O. Bonander Lt (SG) USNR

POSITION 1200 :- LAT. 2° 17' N., LONG. 171° 27' W.

12-16 Steaming in convoy on base course 100° P6C, speed 12 knots ZZ
independently. 1405 turned on Degaussing for test- 1450 S.S. Pres.
Tyler designated as guide- 1454 Ceased ZZ resumed base course-
1456 c/c to 150° P6C. 1458 Convoy speed 13 knots- 1505 secured
Degaussing- c/c to 210°- 1521 c/c to 260°- 1539 Commenced
ZZ in accordance with plan 39, base course 260° P6C.
Weather- clear, small southerly sea, low swell.

R. Blompin, Lt (SG) USNR

16-20 Steaming as before on base course 260° gyro, ZZ in
accordance with plan 39, 1606 target practice with
20 M.M. Guns also 50 Cal. on balloons, 1920 resumed base
course 260° gyro ceased ZZ. 1930 c/c to 210° gyro, 1940
ZZ on plan 39, weather, light variable wind smooth 3/4
sea, sky clear,

R Bryant Lt (SG) USNR

Zone Descript #11-
30 August - 1943

U. S. S. Hercules -

War Diary

at sea.

20-24 - Steaming in formation ~~as~~ before with task force 11. on course 240° gyro - 200° mag. ~~zz~~ in accordance with plan # 39. Convoy speed 15 knots. 2150. ~~cz~~ & resumed base course 210° gyro - 220° - ee to 260° gyro - 245° magnetic 2210 . Resumed ~~zz~~ on plan # 39. Weather - Warm clear weather with scattered low lying cloud banks. Ely wind force 1. Ely swell - low & slight Ely sea - vessel riding easily.

Remo Culbert. Lefg. USN

Position 2000: - LAT. $2^{\circ} 00' N.$, LONG. $171^{\circ} 55' W.$

28

Zone +11
August 31, 1943

U.S.S. Hercules
War Diary

At Sea

0-4 Steaming in formation with S.S. Tyler as guide on course
260° P6C 275° P57C Con 22 on plan 39 Convoy speed 13 knots
Partly cloudy rain squalls latter part of watch low S by swell
Paul O Bonandu Lt(jg) USNR

4-8 Steaming in Convoy with Task Force 11 on course 260° 13 knots -
ZZ in accordance with plan 39. 0531 called general quarters -
0631 secured general quarters - 0642 ship sighted broad on
port bow. identified as USS Regulus - 0645 ceased ZZ resumed
base course 260° - 0649 C/C to 230° - 0702 sighted 3 smaller
vessels around USS Regulus - identified as mine sweeps -
0733 commenced ZZ on plan 15 base course 230° - 0728 ceased
ZZ resumed base course - 0735 C/C to 215° - 0748 Convoy
changed to Cruising formation #2 - S.S. Tyler guide -
Hercules position 1500 yards on guide's starboard beam.
Convoy speed 10 knots. Weather - partly cloudy - low
southerly swell, small sea -

(C. Bonshin, Lt(jg.) USNR.

Position 0800: - LAT. 1° - 15' N., Long. 174° - 24' W.

8-12 Steaming in convoy on course 215° byro, 0850 to
0920 taking De gaisseeing, 0906 C/C to 090° in order for
D.D. Thatch, (530) to refuel alongside of Carrier Princeton,
1115 D.D. Thatch alongside to deliver mail, 1127 C/C
to 210° byro, 1140 resumed ZZ in accordance with
Plan #11. Weather, light city wind, smooth sea,
clear sky

P. Bryant Lt(jg) USNR

Position 1200: - LAT. 1° - 05' N., Long. 174° - 13' W.

12-16 Steaming in convoy on course 210° byro - ZZ in accordance with plan #11 - Convoy speed
8 1/2 knots with S.S. Tyler guide - forming up - 1315 C/C to 250° byro - 438 underway.
52 RPMs. & resumed ZZ on plan #11 - Weather light W. wind force 1 - smooth
sea low southerly swell.

Remond... Lt(jg) USNR

16-18 Steaming in convoy as before on course 250° P6C 238° P57C ZZ on
Plan 77 convoy speed 9 1/2 knots
Paul O Bonandu Lt(jg) USNR

USS Hercules
War Diary

Zone # 11

31 August 1943

at sea

- 18-20 Steaming as before in convoy, base course 250° PGC ZZ in accordance with plan #11, speed 9 1/2 knots - 1750 Ceased ZZ - 1800 °c to 290° - 1810 Commenced ZZ on plan 11 - 1820 Ceased ZZ - 1830 °c to 320° - 1840 Commenced ZZ on plan 11 - 1844 set condition II for sunset - 1944 secured condition II
Blonbin, It. (g.) 45 1/2 R.

Position 2000 :- LAT. 00° - 57' N., LONG. 175° - 18' W.

- 20-24 Steaming as before in convoy on base course 320° Gyro, ZZ in accordance with plan # 11
2120. Ceased ZZ resumed base course, 2130 °c to 280° Gyro, 2140 resumed ZZ plan #11, 2220 Ceased ZZ resumed base course, 2230 °c to 250° Gyro, 2240 resumed ZZ, plan #11, 2320 Ceased ZZ and resumed base course, 2330 °c to 215° Gyro, 2340 resumed ZZ, in accordance with plan # 11, weather, gentle ealy wind, smooth sea, clear sky
Blonbin (H) 45 1/2 R

June 11

U. S. S. Hercules.
War Diary

1 September 1943.

0-4- Steaming as before in formation with S.S. Tykr. as guide - Convoy speed 8 1/2 knots. 54 RPMs - ZZ in accordance with plan # 11 on course 218° pro. 205 mag. Weather - warm clear - Ely force 2 wind - slight Ely sea + low Ely swell. Vessel riding smoothly.

Remondulox - 10/11/43

4-8 Steaming in convoy as before on course 215° P6C 205° P53C Convoy speed 9 1/2 knots ZZ in accordance with plan 11 0543 Sounded General Quarters 0550 Radar contact with Baker Island bearing 240° True dist 9 1/2 miles. 0600 Changed course to 270° P6C 0609 Ceased ZZ 0617 Change course to 300° P6C 0621 Sighted Baker Island bearing 231° True 0635 Change course to 270° P6C Baker Island bearing 206° P6C 0638 Secured from General Quarters 0650 Change course to 210° P6C Baker Island bearing 165° true 0712 Engine ~~half~~ ahead arrival Baker Island Captain conning various speeds & courses approaching anchorage Cloudy small S.E. sea

Paul Bomander (sig) USNR

8-12

Captain at conn, Executive Officer and Navigator on bridge. Approaching Baker Island, maneuvering speed - 52 R.P.M., 10 knots. 0819: Not making way, distance to island 1600 yds. 0820: S.S. Tyler whaleboat landed Baker Island. Various speeds and courses in approaching island, and staying within 2500 yds. of island. 0910: U.S. Army personnel aboard to work cargo. 1030: Deck cargo being removed. ^{by LCM} Cloudy with moderate breeze from east.

R. Farrell, Lt (j.g.) U.S.N.R.

12/16 Vessel maneuvering at various courses and speeds (while discharging heavy cargo from deck into barges) to maintain position in transport area. Captain S. Arquist conning - Staff officers on bridge - Army officers and men at work discharging deck cargo. Numerous heavy lifts landed ashore. Weather cloudy, small to moderate sea, Ely wind, force 4. (Number three and six hoists working)

J. Caldwell, Lt (j.g.) USNR. 4

Zone +12
1 Sept. 1943
16-20

U.S. Hercules.
War Diary

At Sea -

As before. Vessel maneuvering close to transport area, Captain Gunnquist conning. Discharging cargo at #3 and #6 hoists - mostly heavy lifts. Weather: - Cloudy, small to moderate sea, wind to by, force 4. J. Caldwell, Lt. (jg.) USNR.

20-24 - Vessel on various courses and speeds, with Captain at the con. - Discharging cargo into barges from transport area. 2020 while maneuvering to regain position kammer XMS slightly - in darkness though maneuvering with all lights on. 2055 - XMS reported negligible damage - vessel seaworthy. - Weather clear & warm Ely wind force 5 - moderate sea. + swell increasing with distance from island.

Remained - Lt. (jg.) USNR

Note - During two weeks spent off Barber Island discharging cargo, procedure was as follows. Hercules would stand in to within 400-1000 yds of beach on NW or lee side of island, take barges alongside and then drift rapidly in a general northwesterly direction, current and wind frequently causing a set of up to 2 knots. B.F. McGehee, Lt. - Com., USNR.

Task force remained on +11 time during stay at Barber.

ZONE + 12

U. S. S. Hercules

September 2, 1943

War Diary

At Sea

0-4 Ship hove to, discharging cargo from all holds except #7.
0152: Barges clear of ship, maneuvering ship, Captain Turnquist
at conn. 0238: Ship not making way, 1 mile from Baker Island,
lighthouse bearing 090° . 0300: Barges alongside to receive cargo.
0350: Maneuvering ship, Captain Turnquist at conn. Moderate
easterly breeze.

R. Farrell, Lt (j.g.) U.S.N.

4-8 Vessel hove to, discharging cargo variously at #3,
#4, and #7 hoists into barges. One barge at #7
with damaged ramp, attempting repairs. Vessel drifting
to westward continuously - set 270° , drift approx. 1.5
knots. Captain Turnquist conning, army officers and men
directing boats and at work on cargo. 0543 Held General
Quarters 0646 Secured from General Quarters. Numerous
planes reported on various bearings, identified as friendly.
0630 All barges away - one damaged barge towed into
shore. Vessel maneuvering at various courses and speeds
to regain position in transport area. Captain Turnquist at
the conn. 0650 Vessel stopped in position, awaiting barges.
Cloudy, wind $6'ly$ 3, small sea.

J. Caldwell, Lt. (j.g.) U.S.N.

8-12 Vessel on various courses and speeds with
Lt. Comdr. McSuckin at the conn. 0800 discharging
cargo into barges from holds #3 and #5. 1023 opened
up #2 hold 1105 Captain at the conn. Weather
cloudy with heavy showers.

Franklin F. Burg, Ensign, U.S.N.R.

12-¹⁶ Vessel discharging cargo at various times. Vessel
continuously drifting westward. Following holds were in
operation: 2, 3, 4 (Port), 5, and 6. Numerous friendly planes seen.
Capt. Turnquist at conn from 1200 to 1430 and 1513 to 1600
Executive officer at conn from 1430 to 1513. Weather partly cloudy
with showers

Robert C. Holmes, Ensign, U.S.N.R.

43

Zone + 12

U.S.S. Hercules

WAR DIARY

September 2, 1943 (CONTINUED)

at sea

16-20

As before, ship hove to, 500 yds from Baker Island, lighthouse bearing 88° . Working all holds except #7. 1620: Maneuvering ship, Captain Turquist at conn, all barges away from ship. 1706: Ship not making way, 500 yds from island. 1720: Two barges alongside for cargo. During unloading, man on barge fell between barge and ship receiving internal injuries. 1810: Maneuvering ship, Captain at conn. 1905: Ship not making way, 1500 yds from Baker Island, lighthouse bearing 89° . 1906: One barge alongside to take cargo. During watch, ship set westward due to moderate breeze from east.

R. Farrell, Lt.(j.g.) U.S.N.R.

20/24

As before, ship lying to, discharging into barges. 1958 Barge #8 away. Loaded. 2023 Maneuvering ship at various courses and speeds to close transport area; Captain conning. 2045 Ship in transport area, lying to, awaiting boats. 2155 Ship maneuvering at various courses and speeds, Lt. Cmdr. McQuackin conning, to close transport area. 2228 Ship in position, lying to. 2233 Vessel got under way for the night, leaving transport area - course 015° p.q.c., speed 30 R.P.M., approx. 5.9 KTS. 2300 Commenced zig-zagging on plan # 11, Base Course 015° T. Weather: - Cloudy, gentle E. by breeze, small sea.

J. Caldwell, Lt.(j.g.) U.S.N.R.

U. S. S. Hercules.

War Diary

Loie + 12
September 5, 1943

0-4 As before. underway off Baker Island. within airplane patrol area. At sea.
Course 015° gyro. (04 mag.) \pm in accordance with plan # 11. 5.8 knots speed.
30 RPMs. 0250 changed course 050° & continued \pm on plan # 11 - 0345.
Airplane coming in from astern. Challenged by this vessel - no reply made but
turned away to port showing running lights. 0350. Baker Island
 0170° . 09 miles - NE wind, force 2 - Slight NE sea & low Ely swell.
Ely set speed 2 knots. Vessel darkened & riding lightly.

Paul O. Anderson Ltjg USNR

4-8 Underway as before on course 030° P6C 020° P5PC at 30 RPM \pm on plan
11 - 0405 \pm to 160° P6C increased RPM to 49 RPM \pm independently
Part cloudy moderate Ely sea & swell - 0645 Stop engine lying to off
Baker Island

Paul O. Anderson Ltjg USNR

8-12 0810: Ship underway on search for Y.M.S. 288 and barge. Captain
at conn, course 250° (p.q.c.), 84 R.P.M. 0818: Sighted Y.M.S. 288 with
barge in tow. Maneuvering ship to come alongside Y.M.S. 288.
0909: Alongside Y.M.S. 288 and barge, changed course 075° heading
back to Baker Island. 1053: Ship not making way, lighthouse
bearing 090° , distance 500 yds. 1055: Maneuvering ship about
island. 1133: Ship not making way, distance to island 1 mile.
Moderate breeze from east.

R. Farrell, Lt (j.g.) U.S.N.R.

12-16

As before, vessel lying to, awaiting barges. 1304 Enemy
aircraft reported, bearing 270° - vessel underway. 1305
Vessel full ahead 1308 General Quarters sounded - signals
made for all ships to clear area and to proceed in a
southeasterly direction. 1311 Vessel steady on course 030°
n.q.c. 1313 All stations reported manned and ready.
Damage Control parties mustered, ready for action. 1313
C/c 135° p.q.c.; all vessels underway and proceeding
in company, maneuvering independently. 1314 Increased
speed to maximum speed, 14 nozzles. 1318 C/c 165° n.q.c.
all ships clearing transport area. 1321 C/c 135° p.q.c.

45

Zone + 12

U. S. S Hercules

September 3, 1943
(Continued.)

War Diary

At Sea.

12-16 1322 Numerous radar reports of aircraft received at various bearings and distances. Some faded from screen, most identified as friendly.
1331 Speed reduced to 64 R.P.M. 1332 Yc 098° p.q.c.
1332 Speed set at 65 R.P.M. 1335 Yc 120° p.q.c.
1338 Yc 135° p.q.c. 1344 Yc 090° p.q.c. 1349 Report received that one enemy patrol-bomber had been shot down by our fighters. 1351 Baker Island bearing 320°, distant 6 mi. 1352 Yc 180° p.q.c. 1404 Yc 270° p.q.c. 1418 Secured from General Quarters - Condition Green set over area, operations to be resumed. 1419 Yc 305° Vessels returning to transport area 1425 Various bells and courses returning to position 1500 Ship returned to transport area, Baker Island bearing 080°, distant 1200 yds. Vessel hove to, engines stopped. 1515 One heavy duty truck, with miscellaneous load in body, dropped into 'twelve-deck level of # 3 hatch, due to carrying away of large shackle on sling. Examination showed this shackle to be faulty, having marked evidence of crystallization. Considerable damage resulted to truck engine, some damage to body, and also some damage to another heavy truck on which this load landed. A good part of the miscellaneous load was also damaged. No visible damage to vessel's hold. This load was being handled by # 3 jumbo room. 1550 one barge alongside # 5 hatch. Weather: Partly cloudy. ENE 3, small sea.

J. Caldwell, Lt. (jg) USNR.

16-20 Captain at conn maneuvering ship at various speeds and courses close to transport area. 1600 on numerous reports of aircraft received at various times. 1600 on loading barges from holds # 1, 2, 5 and 7 weather clear with gentle breeze

Franklin F. Bary Ens. U.S.N.R.

76

Zone + 12

U. S. S. Hercules

September 3, 1943

War Diary

At Sea.

20-24

Vessel hoove to and drifting off Baker Is.
Captain at conn. Staff Officers on bridge. 2017 Vessel
maneuvering to close transport area. 2020 Barge
#1 loading cargo at #5. 2138 Maneuvering
ship at various courses and speeds to regain position.
2137 Finished cargo operations for the night, vessel
darkened for sea. 2138 Vessel proceeding at various
courses and speeds under orders to operate off the
south-east end of Baker Island during the night.
2246 Baker Island bearing 000° , distant 3 miles.
2255 γ c 090° n.q.c. Various radar contacts reported.
2400 γ c 270° n.q.c. Baker Island bearing 298° ,
distant 8 miles. Weather: partly cloudy, wind S.E. 2, small sea.

J. Caldwell, Lt. (jg.) USNR.

Zone +1h
September 4, 1943

U.S.S. Hercules
War Biasey

at sea

0-4 Ship running from approximately 300° to 030° bearing of Baker Island. Speed 90 R.P.M. - 17.2 K. Course 270° distance to island 8 miles. 0100: c/c 090° - Distance to island five miles. 0214: c/c 265°, distance to island, 7 miles. 0300 c/c 090°, 3 miles distance. 0346: c/c 270, distance 7 1/2 miles. Ship conning at half speed during entire watch. Frequent Radar reports of planes and ships believed to be friendly. Sea; Sct 310; drift ~~2 1/2~~^{1.5 K.} Moderate east breeze

R. Farrell, Lt (j.g.) U.S.N.R.

4-8

As before. Vessel carrying out plan for the night; cruising alternately on 90° and 270° legs, and remaining within light mile range of Baker Island. 0427 c/c 090° n.q.c. Baker Island bearing 000° n.q.c., distant four miles. 0507 c/c 270° n.q.c. Baker Island bearing 315°, distant 5 1/2 mi. 0540 c/c 315°, distance 3.5 mi. from Baker Island. 0542 Sounded General Quarters 0542 c/c 000 n.q.c., Island bearing 050. n.q.c. 0552 All stations manned and ready for General Quarters. 0601 c/c 060 n.q.c., vessel maneuvering at various courses and speeds to close transport area. Captain Turnquist conning. 0630 Vessel stopped near loading area, awaiting barges. 0642 Secured from General Quarters. 0722 Vessel under way, closing distance to Island. Weather - Cloudy with rain squalls, gentle S.E. breeze, small sea.

J. Caldwell, Lt. (j.g.) U.S.N.R.

8-12

As before. Vessel on various courses and speeds with Captain at conu, discharging cargo into barges from holds # 1-2-3-5 and 7. Weather - Cloudy with showers, wind S.E. 3, small sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.
48

Zone + 12

U.S.S. Idarules

September 4, 1943

War Diary

At Sea.

12-16

As before. Vessel unloading cargo at # 1-3-5 and 7 holds into barges. Captain Sunquist conning. Staff officers on bridge. Weather: - Partly cloudy, wind to by 3, sea smooth, low swell.

J. Caldwell, Lt. (jg.) USNR.

16-20. Unloading as before - from holds # 1, 2, 3, 5, 7 - Manuevering at various speeds. with Captain at conn to maintain position in transport area. Weather - clear & warm. Ely wind force 2. calm sea - moderate Ely swell - Set from 110° - drift estimated .7 knots

Remo Culbert, Lt. (jg.) USNR.

20-24

Cargo work continuing as before. 2038 All barges loaded and away. Vessel manuevering to close distance, Captain conning. 2155 Continued loading barges from ship. 2230 Barges away. Vessel under way, returning to transport zone at various courses and speeds. Weather: - Partly cloudy, wind to 2, slight sea.

J. Caldwell, Lt. (jg.) USNR.

LONG + R
5 September 1943.

U.S.S. Hercules.
War Diary

At Sea

0-4

As before, discharging cargo into barges at #1-3-5-6, and also at #2 hold. Vessel maneuvering at intervals to close distance to shore. 0542 Held General Quarters. 0642 Secured from General Quarters. Weather cloudy, smooth sea, low swell, wind to force 2.
J. Caldwell, Lt. (jg.) USNR.

4-8-

No remarks. Vessel unloading cargo into barges at #2-3- and 6 holds and maneuvering to maintain station close to shore. Captain and Executive Officer conning. Smooth sea, low swell, wind to force 2. Drift 1.6 KTS.
J. Caldwell, Lt. (jg.) USNR.

8-12- As before. unloading cargo into barges from holds #1, 2, 3, 4, 5, 7 - Manoeuvring on various courses & speeds to maintain position in transport area. with Exec. Officer at conn. Weather: Partly cloudy and warm. with SE wind force 3, calm sea & moderate Ely swell. Ely set (270°) Drift 1.5 Kts.
Rene Culbert, Lt. (jg.) USNR

12-16

As before. discharging cargo into barges at #2-3-4-5- and 7 holds and under way at intervals to maintain position close to shore. Vessel providing a lee and drifting off shore. Captain & Executive Officer conning. Weather - Cloudy to overcast, with passing rain squalls, wind variable from N.E. to S.E., force 2, sea smooth to small, low swell.

J. Caldwell, Lt. (jg.) USNR.

Jone + 12

U. S. S. Hercules

September 5, 1943

War Diary

At Sea.

16-20 Discharging cargo as before into barges at # 1-2-3-5- and 7 holds during watch. Ship maneuvered at various courses and speeds to maintain position close to Baker Island to expedite unloading. Captain Junquist conning. Weather cloudy, wind S.W. 2, smooth sea, low swell.

J. Caldwell, Lt. (jg.) U.S.N.R.

20-24

No remarks. Vessel continuing cargo operations, discharging into barges from # 2-3-4-5- and 7 holds. Captain conning and maneuvering ship into position approximately 500 yards offshore. Weather, Cloudy to partly cloudy, wind S.W. 2, smooth sea, low swell. Estimated set 280° , drift 1.5 knots.

J. Caldwell, Lt. (jg.) U.S.N.R.

Zone + 12

6-September 1945.

U. S. S. Hercules
War Diary

At Sea

0-4. As before unloading cargo into barges from holds #1, 2, 3, 4, 5, 7. Manuevering at various speeds & courses to maintain position in transport area. Captain at the conn. Weather: partially overcast & windy, calm sea, moderate swell (SE), SE wind force 1. Set 290° True. Drift 1.5 knts.

Remond Gilbert (S) USA

48

As before, discharging cargo into barges at #1-2-3-5 and 7 holds. Captain conning and manuevering ship to maintain position. 0542 Sounded General Quarters. 0642 Secured from General Quarters. Weather, largely overcast, wind S.E. 1, calm sea, low swell.

J. Caldwell, Lt. (19.) USNR.

8-12

As before, unloading into barges at #2 and 7 holds. Lt. Commander McQueen conning. Weather: cloudy, smooth sea, low swell, wind S.E. force 2.

J. Caldwell, Lt. (19.) USNR.

12-16

As before, unloading from #1-2-3-4-5 and 7 holds into barges. Captain at conn. Weather: partly cloudy, smooth sea, low swell, wind S.E. force 2. Set 300° , drift 1.2 knts.

J. Caldwell, Lt. (19.) USNR.

16-18. As before unloading cargo from holds #1, 2, 3, 5, 7. Manuevering on various courses & speeds to maintain position in transport area. Captain at the conn. Weather: partly cloudy with confused sea & moderate E/SE swell. SE wind force 2. Set from 180° of Drift 1.1 knts.

Remond Gilbert (S) USA

52

Zone + 17

U.S.S. Hercules

September 6, 1943

War Diary

At Sea.

18-20

No remarks. Cargo discharged at # 2-3-6 and 7 holds. Captain conning and maneuvering ship as necessary to maintain close position to Baker Island. Weather: partly cloudy, wind S.E. force 2 to 3. Small sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

20-24

2015 Commenced maneuvering ship to close distance from Island, Captain conning. Baker Island bearing 110° , distant $2\frac{1}{2}$ mi. 2022 Enemy aircraft reported. 2023 Sounded General Quarters. Ship's speed full ahead (70 R.P.M.) Course 135° . 2026 All guns manned and ready. 2028 all stations manned and ready. 2034 Decreased speed to 51 R.P.M., Baker Island abeam, distant 1 mile. 2037 Secured from General Quarters. Vessel returning to transport area at various courses and speeds. 2109 Vessel in position, cargo operations resumed as before (# 1-6-7 holds.) Weather: partly cloudy, wind S.E. force 3, small sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

Zone + 12

U. S. S. Hercules

September 7, 1943

War Diary

At Sea.

0-4

As before, unloading cargo from holds # 1-2-3-6-7 into barges. Captain Gunnquist conning. Weather: - Clear, wind SE force 3, small sea, low swell. Set 295°, drift 1.0 KTS.

J. Caldwell, Lt. (jg.) USNR.

4-8

As before, cargo operations at # 1-2-4-5 holds. 0541 Sounded General Quarters 0641 Secured from General Quarters. Captain and Executive Officer conning in turn. Weather: - Clear to partly cloudy, wind SE force 2, small to smooth sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

8-12

No remarks - cargo work as before, loading into barges at # 1-3-6-7 holds. Executive Officer conning. Weather: - Light clouds, wind SE 2, smooth to small sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

12-16

As before, cargo being unloaded into barges from # 1-3-6- and 7 holds. Captain conning. Weather: - partly cloudy, gentle SE breeze, smooth sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

Zone + 12

U. S. S. Hercules

September 7, 1943

War Diary

At Sea.

16-20

As before, unloading cargo at # 1-2-3 and 7 holds. Captain and Executive Officer conning. Weather: - partly cloudy, wind S.E. 2, smooth sea, low swell. Set 287° - drift 1.4 KTS.

J. Caldwell, Lt. (jg.) USNR.

20-24- As before, discharging cargo from holds # 1, 2, 3, 5, 7. Captain at conn. Weather - partly cloudy with SE wind force 3. calm sea, fly swell. Set from 116° True. Drift 1.7 KTS.

R. M. Gulchuk - Lt. (jg.) USNR.

Zone + 12

U.S.S. Hercules

September 8, 1943

War Diary

At Sea.

0-4

As before - cargo work progressing at # 1-3-6- and 7 hatches. Captain conning. Various courses and speeds to maintain station. Weather: - blue sky, wind E, force 3, smooth sea, low swell.

J. Caldwell, Lt. (jg.) USNR

4-8

As before - cargo operations at # 1-3-6-7 hoists. 0541 Held General Quarters 0641 Secured from General Quarters. Weather: - fine and clear, wind E force 3, smooth sea, low swell.

J. Caldwell, Lt. (jg.) USNR

8-12

As before, unloading cargo from holds # 1-3-6- and 7 into landing barges. Executive officer at conn, maneuvering to maintain correct station for efficient discharging. Weather: - partly cloudy, wind E force 3, smooth sea, low swell. Set 310° , drift 1.4 KTS.

J. Caldwell, Lt. (jg.) USNR

#

12-16

As before. discharging cargo at # 5 and 7 hoists into barges. Captain at conn, maneuvering ship at intervals to regain position close to shore. weather: - partly cloudy, wind E by force 2 to 3, smooth to small sea and low swell.

J. Caldwell, Lt. (jg.) USNR 56

Zone + 1^h

U.S.S. Hercules

September 8, 1943
(Continued)

War Diary

At Sea

16-20

As before - Cargo discharged at # 5 and 7 hatches. Vessel maneuvered as necessary to keep close to Baker Island. Executive Officer conning. Weather: - partly cloudy, wind S.E. force 2, smooth to small sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

20-24

2000 Cargo operations secured for the night, vessel underway, steaming to south-east of Baker Island on various courses and speeds, Captain conning. 2027 Baker Island abeam to port. Distance $1\frac{5}{8}$ miles, ship's course 135° h.q.c.
2200 $\%$ to 225° n.q.c. 2310 $\%$ 045° n.q.c.
2320 $\%$ 065° n.q.c. 2330 $\%$ 045° n.q.c.
Weather: - partly cloudy, wind S.E. force 2, smooth sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

Zone + 1 $\frac{1}{2}$

U.S.S. Hercules

September 9, 1943

War Diary

At Sea.

0-4

Vessel running courses 045° p.q.c. and 225 p.q.c., alternating at hourly intervals, and zig-zagging independently - operating to south-east of Baker Island. Weather: - partly cloudy, wind S.E. force 1 to 2, smooth sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

4-8

Vessel returning to Baker Island, base course 045° T., zig-zagging independently behind D.E. 19 as a screen. 0540 Sounded General Quarters 0640 Secured from General Quarters. 0720 Vessel in position in transport area off Baker Island. Weather: - partly cloudy, wind East, force 3, calm sea, low to moderate N.E. by swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

8-12

Vessel discharging into barge at # 5 hatch, and maneuvering off Baker Island to maintain position close to Island. Captain and Executive officer coming. Weather: - partly cloudy, wind E by force 3. Small sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

12-16

As before - cargo discharged at # 2 and 3 holds. - Vessel maneuvered at various courses and speeds,

58

Zone + 12

U.S.S. Hercules

September 9, 1943
(Continued)

War Diary

at Sea.

12-16

Captain and Executive Officer conning.
Weather: - partly cloudy, wind E by
force 3, small sea, low swell.

J. Caldwell, Lt. (jg.) U.S.N.R.

16-20

As before, discharging cargo into barges
from holds # 1-2-3-4-5 and 6. Captain and
Executive Officer conning. Ship maneuvered to
maintain station. Weather: - partly cloudy,
wind S.E. 3, small sea, low swell.

J. Caldwell, Lt. (jg.) U.S.N.R.

20-24

Unloading into barges, as before, from holds
2-3-6. Captain conning to maintain position.
Weather: - partly cloudy, wind E, force 3/4,
small sea, low swell. Set 280°, drift 1.7 KTS.

J. Caldwell, Lt. (jg.) U.S.N.R.

Zone + 12

U.S.S. Hercules

September 10, 1943

War Diary

At Sea.

0-4

As before, cargo being discharged from # 2-3-5 holds into barges. Captain conning to keep ship in position for unloading operations. Weather: - partly cloudy, wind \mathcal{L} , force 3, small increasing sea, low swell. Set 275° , drift 1.6 knots. Staff officers on bridge. Various U.S. Army and U.S. Army transport men on deck and supervising cargo work.

J. Caldwell, Lt. (j.g.) U.S.N.R.

4-8

Cargo operations continuing as before, loading barges at # 2-3-6-7 hoists. Captain and Executive officer conning. Rear Admiral Lee and Staff officers directing operations from bridge. Weather: - partly cloudy with passing showers, wind \mathcal{L} , force 3, small sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

8-12

As before, unloading cargo from holds # 1-2-3-5-7 into barges. Executive officer conning - vessel maneuvered at various courses and speeds to maintain station near Baker Island to expedite operations. 0845 Rear Admiral Lee departed for Baker Island. Staff officers directing operations. U.S. Army, Transport, and ship's officers on deck supervising cargo work. 1100 Rear Admiral Lee and Rear Admiral Radford boarded ship. Weather: - partly cloudy, light showers, wind \mathcal{L} by 3, small sea, low swell. Set 275° , drift 1.6 kts.

J. Caldwell, Lt. (j.g.) U.S.N.R.

60

Zone + 12

U.S.S. Hercules

September 10, 1943

War Diary

At Sea.

12-16

As before, unloading into barges at # 1-2-3-4-5-7 holds. Captain at conw. Various staff officers on bridge. 1405 Rear Admiral Bradford departed. Weather: - Partly cloudy, wind E by force 3 to 4, small to moderate sea, low N E by swell. Set 280°, drift 1.7 KTS.

J. Cullwell, Lt. (jg.) USNR.

16-20

Cargo work continued as before - barges being loaded from holds # 1-3-4-5-6-7. Staff duty officer and others directing operations from bridge. Captain and Executive officer conning. Weather partly cloudy, wind E, force 3, small sea, low swell.

J. Cullwell, Lt. (jg.) USNR.

20-24

Vessel maneuvered at various courses and speeds to maintain station close aboard Baker Island. Rear Admiral Lee and staff directing Task force operations from bridge. Captain conning. Cargo being discharged from # 1-3-5-7 holds. Weather: - Cloudy to partly cloudy, wind ESE, force 2 to 3, small sea, low swell.

J. Cullwell, Lt. (jg.) USNR.

Zone + 12

U.S.S. Hercules

September 11, 1943

War Diary

at Sea.

0-4

As before - unloading cargo into barges from holds # 1-3-5. Vessel maneuvered as necessary to maintain close station. Rear Admiral Lee and staff directing Task force operations. Captain at conn. Weather: - partly cloudy, wind E by S, small to moderate sea, low swell. Set 280°, drift 1.7 KTS.

J. Cullwell, Lt. (jg.) U.S.N.R.

4-8

Unloading as before from holds # 1-2-3-5. Rear Admiral Lee and staff directing Task force operations from bridge. Captain and Executive officer conning. 0540 Sounded General Quarters 0640 Secured from General Quarters. Weather: - partly cloudy, wind S by E, force 2 to 3, smooth to small sea, low swell. Set 300°, drift 2.0 KTS.

J. Cullwell, Lt. (jg.) U.S.N.R.

8-12

Recharging as before at # 2-3-4-5-7 holds into barges. Rear Admiral Lee and various staff officers directing Task force operations. Executive officer maneuvering ship as necessary to maintain close station. Weather: - Cloudy wind E by S, force 2 to 3, passing showers, small sea, low swell.

J. Cullwell, Lt. (jg.) U.S.N.R.

62

Zone + 17

U.S.S. Hercules

September 11, 1943

War Diary

At Sea.

12-16

Unloading operations continued as before. Barges loaded at # 1-2-3-4-5-6 holds. Vessel maneuvered by Captain as deemed necessary to maintain close position to Baker Island. Rear Admiral Lee and Staff directing operations of Task force 11 from bridge. Weather: - Cloudy with occasional showers, wind variable S to W, force two to three, small sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

16-20

As before, cargo being discharged into barges at # 1-2-3-5-6 holds. Vessel maneuvered at various courses and speeds, Captain conning. Rear Admiral Lee and Staff Officers on bridge. Weather: - Cloudy, wind S to E, force 3, small sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

20-24

Unloading as before into barges from # 1 and # 3-4-5 holds. Vessel maneuvered as necessary, Captain Jungquist conning. Staff Officers on bridge. Weather: - Cloudy to partly cloudy, wind S to E, force 3, small sea, low swell. Set 270°, drift 2.1 KTS.

J. Caldwell, Lt. (jg.) USNR.

63

Zone + 12

U.S.S. Hercules

September 12, 1943

War Diary

At Sea.

0-4

As before, unloading into barges at #1 and 3 holds. Vessel maneuvered at various courses and speeds, Captain conning. Staff officers on bridge directing task force operations. Weather: - partly cloudy, wind SE 3 to 4, small sea, low to no swell.

J. Caldwell, Lt. (jg.) USNR.

4-8

Discharging as before at #1-3-7 hoists into barges. Vessel maneuvered at intervals as necessary to maintain close station, Captain and Executive Officer conning. 0539 Sounded General Quarters. 0639 Secured from General Quarters. Weather: - partly cloudy to cloudy, wind SE, force 3 to 4, slight to small sea and low swell.

J. Caldwell, Lt. (jg.) USNR.

8-12

As before unloading cargo into barges from holds #1-3-4-5. Vessel maneuvered as necessary; Executive Officer at con. Rear Admiral Lee, Commander Taylor, Lt-Commanders Farmer and Dawson permanently departed from ship. Weather: - partly cloudy to cloudy, wind SE, force 3 to 4, passing showers, slight to small sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

Zone + 12

U.S.S. Hercules

September 12, 1943

War Diary

At Sea.

12-16

As before, unloading holds # 1-2-3-5-7. Captain and Executive officer at conw, keeping ship up in position close to Baker Island. Weather :- mainly overcast with frequent rain squalls, wind S.E., force 3 to 4, small to moderate S.E. sea and swell.

J. Caldwell, Lt. (jg.) USNR.

16-20

As before, unloading holds # 1, 3, 4 and 5. Captain maneuvering vessel to maintain station. Weather :- overcast with rain squalls. Wind S.E. force 3, small to moderate sea and swell.

J. Caldwell, Lt. (jg.) USNR.

20-24

As before, vessel discharging cargo into barges from holds # 2-3-5 and 7. Captain conning. Weather :- Partly cloudy, wind S.E., force 3, slight to small sea, low to moderate swell.

J. Caldwell, Lt. (jg.) USNR.

Zone + 12

U.S.S. Hercules

September 13, 1943

War Diary

at Sea.

0-4

Unloading as before from # 2-3-5-7 holds into barges. Captain coming.

Weather :- partly cloudy, wind S.E. force 3, slight sea, low S.E. swell. Set 310° , drift 1.9 knots.

J. Caldwell, Lt. (jg.) USNR.

4-8

As before - cargo discharged into barges at # 2-3-5- and 7 hatches. Captain and Executive officer coming in turn. 0539 Sounded General Quarters 0639, Secured from General Quarters. Weather :- partly cloudy, wind E.S.E. 3, slight sea, low to moderate swell.

J. Caldwell, Lt. (jg.) USNR.

8-12

As before; vessel maneuvering at various courses and speeds to close distance to Baker Island. Executive officer coming. Cargo discharged from # 2-3- and 6 holds into barges. Weather :- partly cloudy, wind S.E. force 2-3, slight to small sea, low to moderate swell.

J. Caldwell, Lt. (jg.) USNR.

12-16

Unloading as before from holds # 2-3 and 6. Captain Jennings and balance of Flag Personnel transferred to Ashland. (LSD. #1). Weather :- partly cloudy, wind E by 2, small sea, low to moderate swell.

J. Caldwell, Lt. (jg.) USNR.

bp

Zone + 12

U. S. S. Hercules

September 13, 1943

War Diary

At Sea.

16-20

As before, unloading from holds # 2-3-6.
Captain and Executive Officer coming in turn.
1750 Y.M.S. 103 alongside, port quarter, to take
on provisions. 1755 Y.M.S. 103 damaged mast
in backing clear; Hercules (K 41) having no
way on her. 1757 Y.M.S. 103 clear. Weather: -
Clear, wind SE force 2, slight sea, low to
moderate SE by swell. Set 280°, drift 1.9 KTS.

J. Caldwell, Lt. (j.g.) USNR.

20-24

Vessel maneuvered at various courses and
speeds to maintain favorable position for discharging.
Unloading, as before, into barges at #16 hatch.
Captain at conn. Weather: - Clear to partly cloudy,
wind SE. force 2, slight sea, low SE by swell.

J. Caldwell, Lt. (j.g.) USNR.

Zone + 12

U.S.S. Hercules

September 14, 1943

War Diary - At Sea.

0-4

As before - Captain conning. Vessel maneuvered to maintain position in transport area. No barges alongside, consequently no cargo discharged. Weather: Clear, wind S.E. force 2, small sea, low swell.

J. Caldwell, Lt. (j.g.) USNR

4-8

Vessel in transport area, unloading cargo into barges at # 2 and 6 holds. Captain and Executive Officer maintaining station by various maneuvers. 0539 Sounded General Quarters 0639 Secured from General Quarters. 0700 U.S. Navy tanker and D.E. picked up - bearing 160° true, range 13 miles. Weather: partly cloudy, wind S.E. force 2, slight sea, low S.E. swell.

J. Caldwell, Lt. (j.g.) USNR

8-12

As before, unloading from holds # 2-3-6. Executive Officer conning. Vessel maneuvered at various courses and speeds. Weather: mainly clear, wind S.E. force 1, slight sea, low S.E. swell. Set 270°. Drift 1.3 knots.

J. Caldwell, Lt. (j.g.) USNR

Zone + 12

U.S.S. Hercules

September 14, 1943

War Diary

At Sea.

12-16

As before - cargo discharged into barges at #2-3-6-7 hoists. Executive officer maneuvering ship to maintain position as necessary. Weather :- partly cloudy, wind SE. force 2 to 3, slight sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

16-20

As before - cargo discharged into barges at holds #2-3-6. Captain at con, maneuvering ship. Weather :- partly cloudy, wind SE. 2, slight sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

20-24

As before unloading from holds #2-3-6 into barges. Captain conning. Vessel maneuvered at various courses and speeds to keep close to Baker Island. Weather :- partly cloudy, wind E. force 2-3, smooth sea, low swell.

J. Caldwell, Lt. (jg.) USNR.

Zone +17

U.S.S. Hercules

September 15, 1943

War Diary

At Sea.

0-4

As before, unloading holds # 2-3-6.
Captain conning. Weather: Cloudy to overcast,
wind S.E. force 3, slight sea, low swell. Set 280°;
drift 2.1 KTS.

J. Caldwell, Lt. (jg.) U.S.N.R.

4-8

Unloading into barges as before at # 2-3-6
hatches. Captain at conn. 0538 Held General
Quarters. 0638 Secured from General Quarters.
Weather: - Mainly cloudy, wind S.E. 3, slight
sea and low S.E. swell.

J. Caldwell, Lt. (jg.) U.S.N.R.

8-12

As before, unloading holds # 2-3-6 into barges.
Executive officer maneuvering ship as necessary to
maintain close position to Baker Island. Weather: -
Cloudy, wind S.E. force 3, slight sea, low swell.

J. Caldwell, Lt. (jg.) U.S.N.R.

12-16

As before, unloading from # 2-3-6 hoists
into barges. Executive officer conning. Weather: -
Cloudy to overcast, wind S.E. force 2, slight
sea and low swell.

J. Caldwell, Lt. (jg.) U.S.N.R.

Zone + 12

U.S.S. Hercules

September 15, 1943

War Diary at sea.

16-20

As before - unloading # 2-3-4 holds into barges. Captain Jungquist coming. Took aboard four bags of mail for transshipment to Fleet P.O. P.H.H. from Yms. 103 and 288. Received aboard two officer passengers for transport to P.H.H. Began discharging Army personnel. Weather :- Mainly overcast, wind S.E. force 2, slight sea, low S.E. swell. Set 280°, drift 2.1 KIS.

J. Caldwell, Lt. (j.g.) U.S.N.R.

20-24

As before - all U.S. Army personnel off ship. 2040 Vessel ready to get underway, securing for sea. 2140 C.T.F. 11 ordered Hercules back to transport area to complete discharge of 900 cases of ammunition from # 2. 2215 Commenced unloading into barges. 2244 U.S. Army personnel (13 men) aboard to work # 2 hold. Weather :- Cloudy, wind S.E. force 2, slight sea, low swell.

J. Caldwell, Lt. (j.g.) U.S.N.R.

Zone +12

U.S.S. Hercules

16 September 1943

War Diary

At Sea.

0-4 As before, unloading ammunition from #2-4 holds and damage from #3 into barges. 0353 One additional U.S. Army working party aboard (13 men). Vessel maneuvered at various courses and speeds, Captain conning. Weather: Partly cloudy, wind S by E 2, slight sea, low swell.

J. Caldwell, Lt. (j.g.) USNR.

4-8 as before unloading cargo. 0540 finished unloading cargo. Army personnel off ship - 0620 on course 000° PBC ZZ on plan #9 - maneuvering to position - 0630 time of departure - underway to Pearl Harbor in convoy with U.S.S. Sabine and U.S.S. Boyd - 0652 base course 067° PBC ZZ in accordance with plan #9 of Pac-10 Speed 17.5 kts.

A. Conklin, Lt. (j.g.) USNR

Position 0800 :- LAT. 00° 15' N., LONG. 176° - 11' W.

8-12 Steaming as before on base course 067 gyro, 058.5 P.W.H. 0515 P.S.C., 9.3 R.P.M. 0845 turned on De Gaussing for test, 0930 secured De Gaussing, 0945 convoy speed set at 17 knots, weather, light easterly wind, slight sea, sky clear.

P. Bryant, Lt. (j.g.) USNR

Position 1200 :- LAT. 00° 37' N. LONG. 175° - 13' W.

12-16 Steaming as before on base course 067° (P.G.C.) 058.5 (P.W.H.) 051.5 (P.S.C.), 9.1 R.P.M., 17 knots, ZZ according to plan #9, tactical orders #10. 1440: Plane sighted bearing 000°, distance 3 miles. 1449: Plane ^{partly} out of sight, bearing 090°. Moderate east breeze, slight sea, sky clear.

R. Farrell, Lt. (j.g.) USNR

Position 2000 :- LAT. 1° 38' N., LONG. 173° - 39' W.

16-20

Steaming as before on course 067° PBC 058½° PSHC 057½° PSC 90 RPM ZZ in accordance with plan 9 tactical orders #10 1730 change course to 040° PBC 027½° PSHC 023½° PSC - Partly cloudy small easterly sea

Paul O'Hara, Lt. (j.g.) USNR

20-24 as before on base course 040° PBC ZZ in accordance with plan 9, Pac 10. 90 RPM - Partly cloudy - small easterly sea, low swell.

A. Conklin, Lt. (j.g.) USNR

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Zone + 12

U.S.S. Hercules

September 17^a, 1943

War Diary

at Sea

0-4 Steaming in convoy on base course 040 gyro, 028 P.W.A., 023.5 P.S.C., Z Z in accordance with plan 9 pac 10, weather, light sky, wind smooth sea, sky partly overcast.

Ph Bryant, Lt (JG) USNR

4-8 Steaming as before, mean course 040° gyro, 028° p.w.e., 023° p.s.c., Z Z in accordance plan # 9, Pac. 10. Gentle easterly breeze, calm sea, partly overcast. Occasional squalls early part of watch.

POSITION 0800 :: LAT. 4° 13' N., LONG. 171° 59' W.

Richard Farrell, Lt (j.g.) U.S. N.R.

Zone + 11

8-12 Steaming as before on course 040° PBC 028° PSC 023 1/2° PSC 17 knots Z Z on plan 9. Pac-10 Tactical Orders - small easterly sea. Part cloudy

Paul O Hernandez Lt(jg) USNR

POSITION 1200 :: LAT. 5° 10' N., LONG. 171° 21' W.

12-16 As before on course 040° PBC, 17 knots, Z Z on plan # 9. Pac 10 tactical orders - small easterly sea - SE wind, low swell.

W Blonkin, Lt(j.g.) USNR

16-20 Steaming as before on base course 040 gyro, Z Z in accordance with # 9, Pac 10, weather, light & sky wind, smooth sea, sky overcast with occasional showers.

Ph Bryant Lt (JG) USNR

POSITION 2000 :: LAT. 6° 46' N., LONG. 170° 00' W.

20-24

Steaming as before, course 040° (p.g.c.), 028° (p.w.e.), 17 knots. Z Z in accordance plan # 9, Pac. 10 tactical orders. Calm sea, moderate easterly breeze, and overcast sky.

Richard Farrell, Lt(j.g.) U.S.N.R.

U.S.S. Hercules

War Diary

At Sea

Zone-+11
Sept. 18, 1943

0-4 Steaming in convoy with U.S.S. Sabine The USS Boyd as escort. On course 040° PBC 028° PSTG $023\frac{1}{2}$ PSC at 17 knots. ZZ on plan 9. Pac 10 Tactical orders. Cloudy with heavy squalls small easterly sea

Paulo Bonanuco Lt(jg) USNR

4-8 as before on course 040° PBC, 17 knots, ZZ on plan #9 of Pac 10 tactical orders - cloudy with frequent rain squalls - small easterly sea, low swell.

A.B. Conklin Lt(jg) USNR

POSITION 0800: LAT. $8^{\circ} 59' N.$, LONG. $168^{\circ} 00' W.$

8-12, 0800 advanced clocks one (1) hour, steaming as before on base course 040 gyro, ZZ in accordance with plan #9 of Pac. 10, 1000 ceased ZZ resumed base course, 1018 resumed ZZ on base course 040 in accordance with plan #16 of Pac 10, also reduced speed to 15 knots, weather light N. lily wind, smooth sea, sky overcast with occasional rain squalls.

P. Bryant Lt(jg) USNR

POSITION 1200: LAT. $9^{\circ} 48' N.$, LONG. $167^{\circ} 18' W.$

12-16 as before, course 040° (p.q.c.), 15 knots, ZZ in accordance plan #16, of Pac. 10 tactical orders. Overcast with occasional rain squalls, calm sea with moderate swells, gentle easterly breeze.

R. Farrell, Lt(jg) USNR

16-20 Steaming as before on course 040° PBC 028° PSTG $023\frac{1}{2}$ PSC at 15 knots ZZ on plan 16 Pac 10 Tactical orders Partly cloudy moderately rough NE sea & swell. Vessel pitching gently

Paulo Bonanuco Lt(jg) USNR

POSITION 2000: LAT. $11^{\circ} 26' N.$, LONG. $166^{\circ} 10' W.$

20-24 as before on course 040° PBC, 15 knots, ZZ on plan 16 Pac 10 tactical orders - Partly cloudy, fresh NE breeze, NE sea and swell

A.B. Conklin, Lt(jg) USNR

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Zone + 10
Sept. 19th 1943

War Diary
USS Hercules

at sea

0-4 Steaming in convoy on base course 040 P.G.C. ZZ in accordance with plan # 16 Pac 10, speed 15 knots, weather, light N. by. wind and sea, sky clear
R. Bryant Lt (j.g.) U.S.N.R.

4-8 As before, course 040° (p.g.c.), ZZ in accordance with plan # 16, Pac. 10 tactical orders. Speed 15 knots. Clear sky, slight sea, gentle breeze from NE.
POSITION 0800: LAT. 13°-17' N., LONG. 164°-27' W.
R. Farrell, Lt. (j.g.) U.S.N.R.

8-12 Steaming as before on course 040° P.C. 026° P.C. 028° P.C. ZZ on plan # 16 Pac 10 Tactical orders Convoy speed 15 knots 1000 Received message designating this vessel as guide 1010 increased speed to 17 knots (90 RPM) 1114 Received message to change convoy speed to 15 knots (81 RPM) Partly cloudy moderate NE sea & swell
Paul O. Bonander Lt. (j.g.) U.S.N.R.

12-16 As before, on course 040° P.C., 15 knots, ZZ on plan # 16 Pac 10 tactical orders. Partly cloudy, moderate NE sea and swell.
W. Cronin Lt. (j.g.) U.S.N.R.

POSITION 2000: LAT. 15°-29' N., LONG. 162°-51' W.

16-20 Steaming as before on base course 040 P.G.C., ZZ on plan # 16 Pac 10, 15 knots, weather, light N. by. wind, slight sea, sky clear.
R. Bryant Lt (j.g.) U.S.N.R.

20-24 Steaming as before on base course 040° (p.g.c.), 15 knots, ZZ on plan # 16, Pac. 10 tactical orders. Clear sky, moderate easterly breeze with calm sea and moderate swells
Richard Farrell, Lt. (j.g.) U.S.N.R.

11
Zone +10

U.S.S. Hercules
War Diary

Sept. 29, 1945

At Sea

8-4 Underway in convoy with USS Sabine, USS Boyd as escort. on course 040° PGC 023° PSC 028° PSTC ZZ in accordance with plan #16 Pac 10 tactical orders. convoy speed 15 knots Partly cloudy small Easterly sea & swell

Paulo Bonanelli Lt(jg) USNR

8-8 as before on course 040° PGC, ZZ on plan #16 Pac 10 tactical orders, speed 15 knots - 0530 set sunrise condition II - 0635 secured sunrise condition II - 0750 Ceased ZZ resumed base course 040° PGC - Partly cloudy - small easterly sea and swell.

A. D. Conklin, Lt(jg) USNR

Position 0800 :- LAT. 17° 43' N., LONG. 161° 14' W.

Position 1200 :- LAT. 17° 48' N., LONG. 160° 16' W.

8-12, 0800 Yc to 090 PGC, ZZ in accordance with plan 16 Pac 10, speed 15 knots, weather, light Ely wind, slight sea, sky partly overcast,

P. Bryant Lt(jg) USNR

12-16 As before on course 090 P.G.C., ZZ on plan #16 Pac. 10, tactical orders, speed 15 knots. 1300: Advanced ship's clocks thirty minutes. Ceased ZZ, resumed base course 090°. 1340: Resumed ZZ, base course 090°. 1345: Changed course 092°. 1450: Ceased ZZ, resumed base course 092°. 1500: Changed course 082°. 1510: Resumed ZZ, base course 082°. - Frequent squalls; light NE wind; calm sea with moderate swells.

Richard Farrell, Lt(jg) U.S.N.R.

16-20 Steaming as before on course 000° True 002° PGC ZZ on plan #16 Pac 10 tactical orders Convoy speed 15 knots 1650 Cease ZZ resume base course 1700 Change base course to 033° True 035° PGC 1710 Resume ZZ on plan #16 Pac 10 tactical orders. Cloudy moderately rough NE sea & swell. Vessel rolling moderately

Paulo Bonanelli Lt(jg) USNR

Position 2000 :- LAT. 18° 55' N., LONG. 159° 34' W.

3 one + ~~9~~ ^{tot} + 11
20 Sept. 1943

USS Hercules
War Diary

at sea

20-24 Air before on course 030° POC - 15 knots ZZ on plan #16
PAC 10 tactical orders - 2120 Radar screen showed plane
bearing 120° T range 20 miles - disappeared almost at once.
Weather - partly cloudy, occasional rain squalls - moderate
NE sea and swell

A. B. Conklin, #4.8.145212

zone + ~~10~~ + 10

U.S.S. Hercules

Sept 21st 1943

War Diary

At Sea

0-4 Steaming in Convoy on Z Z plan #16 Pac 10 speed 15 knots, 0145 passed vessel on Starboard beam $3\frac{3}{4}$ miles heading in opposite direction no challenge made, weather light & bly. Wind smooth sea, sky clear

R. Bryant Lt (j.g.) U.S.N.

4-8 As before, base course $\theta 35^{\circ}$ P.Q.C., Z Z in accordance plan #16 Pac. 10 Tactical Orders, speed 15 knots. 0500: Target bearing $\theta 3^{\circ}$, distance 48 miles reported by Radar. 0540: Sunrise Condition II set. 0630: Land sighted $\theta 28^{\circ}$, distance 28 miles. Oahu Island. 0650: Secured Condition II. Weather - Partly overcast, light Easterly wind, calm sea

R. Farrell, Lt (j.g.) U.S.N.R.

8-12 Steaming as before on course 036° P.C. 033° True Z Z on plan 16 Pac 10 Tactical orders convoy speed 15 knots (81 RPM) $\theta 840$ sighted Barber Point I.H. bearing $\theta 28^{\circ}$ True $\theta 807$ Ceased Z Z & resumed base course $\theta 807$ Barber Pt. Buoy bearing 036° True $\theta 812$ Reduced speed to 10 knots (54 RPM) $\theta 817$ Change course to $\theta 80^{\circ}$ P.C. $\theta 78^{\circ}$ True $\theta 819$ Arrival Pearl Harbor, Barber pt Buoy abeam to port dist 1 mile. Approaching Pearl Harbor entrance on various courses & speeds, Captain at Conn, Executive & Navigator on the bridge. Awaiting orders to enter. 1047 Rec'd permission to enter by visual. 1110 Passed net gate. 1113 Took pilot Olson aboard, off Bishop's Point. 1157 Moored in Berth K 8, starboard side to. 1203 Pilot ashore. Loading officers aboard with stevedores to discharge. Army heavy rolling equipment and 40 mm. ammunition returned from Baker Is. Ship's draft for'd. 9'06", aft 22'03"

B. F. M. Tucker, Lt. Cdr., U.S.N.R.

12-16 As before. Cdr. Kemmer, U.S.C.G. and Lt. Cdr. Richard Black, U.S.N.R., passengers from Baker Is., duty completed, detached. 1435 Secured main engines.

16-24 As before. No remarks.

B. F. M. Tucker, U.S.N.R.

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Zone descr. + $\frac{10}{442}$

U.S.S. Hercules
war Drury

Sept. 22, 1943

Pearl Harbor, T.H.

0-12 Moored at berth King 8, Pearl Harbor, discharging Army equipment and dunnage. 0615 Completed unloading. Ship's draft, for'd., 10', aft 20'05" 0855 Two officers and two men aboard from Port Director's office to check boilers. 0915 Steering gear tested. 0954 Captain and Executive to Port Director to report arrival.

12-24 As before. 1355 Captain and Executive to Port Director for sailing orders. 1435 Welding party aboard to repair port rail and stanchions forward of deck-house. Fire watch set. 1600-1940 Took 77.571 gals. fresh water.

D. F. M. Jenkins, Lt. Cdr. USNA.

Ship's clocks set on Honolulu time while in this port.

Zone desor. + $9\frac{1}{2}$

U.S.S. Hercules

September 23, 1943

War Diary

Pearl Harbor, T.H.

0-12 Moored at berth King 8, Pearl Harbor, Starboard side to. Ship's draft fwd. 10', aft 21' 07". During forenoon received approx. 300 sacks U.S. Mail and 49 sacks registered mail for delivery to San Francisco. Made all preparations for getting underway, warmed up main engines, tested bridge telegraphs and battle phones, whistle and steering gear. 1030 Four naval officers reported aboard for transportation. 1105 112 naval ratings reported aboard for transportation. 1152 Pilot Hannus aboard, tug alongside.
B. V. M. Guckler, Lt. - Com, USNR.

12-16 As before. 1213 Underway for San Francisco, Cal. in obedience to Comhawsapron Serial 0948 of 22 Sept. 1943 Routing Instructions # 4835. 1225 Remaining Ford Is. and steaming on various courses and channels to make sortie from Pearl Harbor, pilot at com, Capt., Exec. & Navigator on bridge. 1258 Passed through net gate. 1312 Pilot away, Captain at com. 1318 Set course 112° T to clear Diamond Head buoy. 1347 Departure. Diamond Head buoy abeam, distant one mile. Lt. (J. S.) P.O. Boman der relieved the deck. In convoy with SS *Clive F Palmer* and local escort PC 596 1406 Convoy speed 14 knots (71 RPM) 1446 Makapuu Point Lt. H. abeam to port dist 2.8 miles 1500 Commenced $\Sigma\Sigma$ on plan 11

Paul O Boman der Lt(jg) USNR

16-20 1600 PC 596 Ceased escort; proceeding in accordance with instructions - adjusted course to 045° PBC, increased speed to 90 RPM. Change $\Sigma\Sigma$ to plan 12 - 1706 C/C to 056° PBC - 1850 set sunset Condition II - Weather, calm sea, slight easterly swell, clear.
T. B. Conklin, Lt(jg) USNR.

POSITION 2000 :- LAT. $21-59'N.$, LONG. $156^{\circ}-31'W.$

20-24, 2000 Ceased $\Sigma\Sigma$ resumed course 056° P.C. 90 R.P.M. 2010 secured condition II, weather light Ely. Wind, smooth sea, clear sky. 2300 Advanced clocks 25 minutes.
P. Bryant Lt(jg) USNR

90

Zone desc. +10
+9

U. S. S. Hercules
War Diary

September 24, 1943

At Sea

0-4 Steaming in accordance with instructions on course
056° P.G.C., 90 R.P.M. 0300: S.S. Alice Palmer bearing
270°, distance 18 miles off Radar screen. - Calm
sea, light Easterly wind, sky partly overcast.
R. Farrell, Lt(j.g.) U.S.N.R.

4-8 Steaming as before on course 056° PGC 057 1/2° True at 17.8 knots (90 RPM)
0500 Commenced ZZ on plan 11 0730 changed course to 058° PGC 059 1/2°
True Partly cloudy small easterly sea

Paul O Bomanides Lt(j.g.) USNR

POSITION 0800 :- LAT. 23° 55' N., LONG. 153° 31' W.

8-12 as before on course 058° PGC - 90 RPM. ZZ in accordance with
plan 11 - Partly cloudy to cloudy small easterly sea.

W B Conklin, Lt(j.g.) USNR

POSITION 1200 :- LAT. 24° 29' N., LONG. 152° 36' W.

12-16 as before on base course 058 Gyro, 90 RPM ZZ in
accordance with plan 11, 1305 Gyro to 060 PGC, 045 P.M. 045
P.S.C., continued ZZ as before, weather, light easterly wind smooth
sea, clear sky.

LT(j.g.) P Bryant USNR

16-20 as before, course 060° P.G.C., ZZ in accordance with
plan 11, 90 R.P.M. 1854: Set sunset Condition II.
1954: Secured Condition II. - Light Easterly wind, calm sea,
clear sky.

R. Farrell, Lt(j.g.) U.S.N.R.

POSITION 2000 :- LAT. 25° 38' N., LONG. 150° - 22' W.

20-24 Steaming as before 2000 Cease ZZ change course to 080° PGC
speed 17.8 knots (90 RPM) 2200 Change course to 060° PGC
045° P.S.C. 2300 Advanced clocks 25 minutes. Cloudy calm
sea

Paul O Bomanides Lt(j.g.) USNR

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USS Hercules
War Diary

Zone desc. ¹⁰~~19~~
25 September 1943

at sea

0-4 as before on course 060° P.G.C. 90 RPM - partly cloudy,
calm sea, low swell.

A. Blonkin, Lt(j.g.) USNR

4-8 0400⁰ to 040 P.G.C., 0600⁰ to 0600 Gyro, 044 P.W.H.,
042 P.S.C., 90 R.P.M., set condition II, 0700 secured
condition II, weather, gentle N.W. wind, smooth sea, clear sky
Lt(j.g.) R. Bryant USNR

POSITION 0800 :- LAT. 27° 13' N., LONG. 147° - 20' W.

8-12 As before course 060° P.G.C., Z Z according to plan # 11,
90 R.P.M. 0832: Adjusted mean course to 058°, and
changed Z Z from plan 11 to Z Z course clock. 0845: Resumed
Z Z, on plan 11. - Very smooth sea, light Easterly wind, clear
sky

R. Farrell Lt(j.g.) USNR

POSITION 1200 :- LAT. 27° - 46' N., LONG. 146° - 18' W.

12-16 Steaming as before on course 058° P.G.C. 042 P.S.C. Z Z in accordance
with plan 11 at 17.8 knots (90 RPM) 1240 changed base course to 060° P.G.C.
044 P.S.C. reduced RPM to 81 (16 knots) Clear smooth calm sea low
easterly swell

Paul Bonander Lt(j.g.) USNR

16-20 as before on course 060° P.G.C. - 81 RPM - Z Z on plan 11 -
1850 set sunset condition II - 1915 changed speed to 79 RPM.
1950 secured condition II - calm sea, low easterly swell,
partly cloudy becoming overcast at sunset.

A. Blonkin, Lt(j.g.) USNR

POSITION 2000 :- LAT. 28° 47' N., LONG. 144° - 19' W.

20-24, 2000 ceased Z Z resumed base course 060 P.G.C. 79 RPM
2300 advanced clocks 25 minutes, weather, light
N. lily, wind, smooth sea, sky overcast with light
mist and rain

Lt(j.g.) R. Bryant Lt(j.g.) USNR

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Zone Deser. ± 9
 ± 8

U. S. S. Hercules

September 26, 1943

War Diary

At Sea

0-4 As before course 060° P.G.C. 79 R.P.M. - Heavy mist,
light N.E. wind, calm sea

R. Farrell, Lt. (j.g.) U.S.N.R.

4-8 Steaming as before on course 060° P.G.C. 044° P.S.T.C. at 15.6 knots (79 RPM)
0600 Commenced Z Z in accordance with plan eleven (11) Overcast
with continuous light rain smooth sea low easterly swell

Paul O. Bomander Lt(jg) USNR

POSITION 0800 :- LAT. $30^{\circ} 12' N.$, LONG. $141^{\circ} 13' W.$

8-12 As before on course 060° P.G.C., 79 RPM, Z Z in accordance
with plan 11 - Overcast with occasional showers,
confused NE to SE sea - wind shifting from E to NNE -
long NW swell.

R. Bonkling, Lt(j.g.) USNR

POSITION 1200 :- LAT. $30^{\circ} 39' N.$, LONG. $140^{\circ} 13' W.$

12-16 As before on course 060 P.G.C., 79 RPM, 1234 G to 062 P.S.C.
 044 P.W.# 039 P.S.C., Z Z in accordance with plan 11, weather,
Light N.W. wind, long heavy swells, sky overcast, heavy
mist and rain, visibility poor

R. Bryant Lt(jg) USNR

16-20 As before on course 062° P.G.C., Z Z in accordance with plan
11, 79 R.P.M. 1852: Set sunset condition II. 1952: Secured
Condition II. - Overcast, heavy NW swells, light NE wind.

R. Farrell, Lt(j.g.) U.S.N.R.

POSITION 2000 :- LAT. $31^{\circ} 31' N.$, LONG. $138^{\circ} 09' W.$

20-24 Steaming as before ~~060~~ on course 062° P.G.C. 046° P.S.T.C. Z Z on plan
eleven (11) at 79 RPM 2000 Cease Z Z Change course to 061° P.G.C.
 045° P.S.T.C. Overcast with intermittent light rain heavy NW swells
vessel rolling heavily - (20° roll recorded)

Paul O. Bomander Lt(jg) USNR

Zone Descr. ~~+~~ +9

USS Hercules
War Diary

27 September 1943

at sea

0-4 as before on course 061° PGC 79 RPM - 0040 airplane sighted abeam to starboard heading SW - weather overcast, heavy NW swell, vessel rolling heavily.

A B Cronkin, Lt(jg) USNR

POSITION 0800 :- LAT. 32° 42' N., LONG. 135° 15' W.

4-8 as before on course 061° PGC, 79 R.P.M., 0600 ~~to~~ commenced ZZ in accordance with plan 11, weather, light N.W. wind and heavy swell, sky overcast, visibility poor

Lt(jg) P. Bryant USNR

8-12 as before on course 061°, ZZ in accordance with plan 11, 79 R.P.M. - weather overcast, light NE wind, heavy NW swells

R. Farrell Lt(jg) USNR

POSITION 1200 :- LAT. 33° 07' N., LONG. 134° 09' W.

12-16 steaming as before on course 061° PGC 044° PSTgc ZZ in accordance with Plan eleven(11) at 79 RPM 1312 adjusted mean course to 062° PGC 045° PSTgc Cloudy smooth sea long heavy NW swell vessel rolling heavily

Paul Bonander Lt(jg) USNR

16-20 as before on course 062° PGC, 79 RPM, ZZ in accordance with plan 11 - 1850 set sunset condition II - 1938 white flare reported broad on starboard bow on course 052° PGC - distant about 1500 yards - unable to identify any object or vessel at that point - radar indicated a possible target bearing as indicated - weather, overcast, occasional squalls, smooth sea - long swell from NW.

A B Cronkin, Lt(jg) USNR

POSITION 2000 :- LAT. 33° 58' N., LONG. 132° 01' W.

20-24, 2000 ceased ZZ, resumed base course 062, 79 RPM, 2300 advanced clocks 25 minutes, weather, light N.W. wind, slow rolling ground swells, sky pt. cldy

P. Bryant Lt(jg) USNR

zone Descr. ⁺⁹
~~+8 1/2~~

U. S. S. Hercules
War Diary

September 28, 1943

At Sea

0-4 Steaming alone to San Francisco, California on course
062° P.G.C., 79 R.P.M. - Overcast sky, light Easterly
wind, swells from N.W.

R. Farrell, Lt (j-g.) U.S.N.R.

4-8 Steaming as before on course 062° P.G.C. 064° True at 79 RPM
(15.6 knots) 0600 Commenced ZZ in accordance with plan eleven
(11) 0720 Adjusted mean course to 061° P.G.C. 063° True. Clear
low NW swells

Paul O. Bonander Lt(jg) USNR

Position 0800 :- LAT. 35° 15' N., LONG. 128° 50' W.

8-12 As before on course 061° P.G.C., 79 RPM, ZZ on plan 11.
0950 sighted airplane on port beam - weather,
clear low NW swell

A. Bonshir, Lt(jg) USNR

Position 1200 :- LAT. 35° 46' N., LONG. 127° 48' W.

12-16 As before on base course 061° P.G.C. 79 RPM. ZZ in
accordance with plan 11, weather, light N Ely
wind, smooth sea, sky clear

P. Bryant Lt(jg) USNR

16-20 As before on base course 061° P.G.C., ZZ in accordance
with plan 11, 79 R.P.M. 1849: Set Sunset Condition II.
1949: Secured Condition II. Weather, light NE wind,
calm sea with moderate NE swells, clear sky.

R. Farrell, Lt (j-g.) U.S.N.R.

Position 2000 :- LAT. 36° 35' N., LONG. 125° 41' W.

20-24 Steaming as before on course 061° P.G.C. 063° True ZZ in accordance
with plan eleven (11) 79 RPM 2000 Ceased ZZ 2300 Advanced
clocks 25 minutes to zone + 7 wartime. Partly cloudy small Ely sea

Paul O. Bonander Lt(jg) USNR

85

307 Deser. +8
29 September 1943

USS Hercules
War Diary

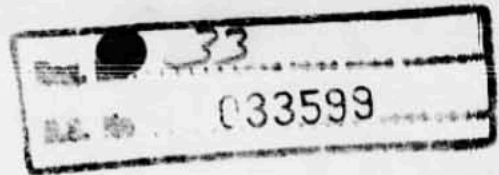
at sea

0-4 As before on course 061° PGC, 79 RPM. 0342 Radar reported land bearing 053° , 078 distant 05 miles - weather overcast, fresh northerly breeze, low NW swell
P. Blonkin, Lt. j.g. USNR

4-8. 0400 sighted Farallon Light House bearing 055° ,
0557 Farallon L.H. θ , 0600 θ to 070° , 0707 Pilot Graham
aboard, 0725 000 relieved by Executive Officer
P. Blonkin, Lt. j.g. USNR

8-12 As before. Entering San Francisco ship channel on various courses and speeds. Pilot at conn; Captain, Navigator & Executive on bridge. 0745 Mill Rock Light abeam to starboard. 0756 Passed under Golden Gate Bridge. 0803 Entered net gate. 0819 Ran de-gaussing range off Treasure Island. 0835 Secured de-gaussing. 0848 Port Director's launch alongside with verbal instructions to hold all passengers aboard until further notice. 0933 Port Director's launch alongside. Horticulture Dept. representative aboard. Rec'd. verbal orders to proceed to Pier 45A. 1010 Moored to Pier 45A, San Francisco, starboard side to. 1040 Executive Officer rec'd. permission by 'phone from Lt. Jones, Harbor Waterfront Office, to permit Officer passengers to leave the vessel.
P. Blonkin, Lt. j.g. USNR.

12-16 As before. 1230 12. man detail aboard to unload U.S. mail. 1245 Secured main engines. 1300 De-gaussing coils inspected by P.D. official. 1323 Matson Nav. Co. official aboard to discuss contract work with Exec. 1337 17 P.A.L. passengers del'd. to Armed Guards from Receiving Ship, San Francisco. 1350 finished unloading mail. 1455 Receiving ship motor launch alongside pier to take remaining Naval ratings to Receiving Ship. 1515 All remaining passengers departed. Ship's draft for'd. 9'06", aft 21'03".
P. Blonkin, Lt. j.g. USNR



AK/41/A12-1
Serial: 017

U.S.S. HERCULES (8641)

F48

30 November 1943

CONFIDENTIAL

From: Commanding Officer.
 To : Commander-in-Chief, United States Fleet.
 Subject: War Diary.
 Reference: (a) Cominch rstr ltr FF1/A12-1/A16-3, serial 3899,
 dated 19 October 1942.
 Enclosure: *X*(A) War Diary.

1. In accordance with reference (a), enclosure (A) is forwarded herewith, covering period from 30 September 1943, to 30 November 1943, inclusive.


W. H. TURNQUIST

60652

Zone + 8

U. S. S. Hercules
war diary

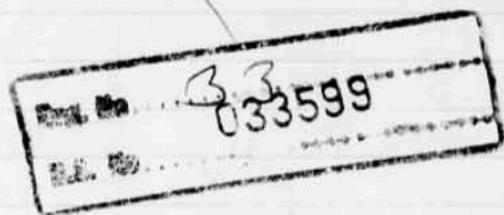
San Francisco

1 October 1943

This vessel is assigned to U. S. Naval Transportation Service.
Next higher echelon - Port Director, San Francisco.

Berthed at Pier 45 A (U. S. Army) San Francisco harbor, starboard side to. Ship's draft for'd. 10', aft 21'. Routine tests of rudder and steering engine this date. Matson Navigation Co. workmen aboard for minor repairs on decks and in engine room.

Note: On Hercules arrival in San Francisco, Astinman, Ferry Bldg. stated that 5 October was the deadline for repairs and alterations. This prevented the accomplishment of vital work requests, such as the installation of Solo Shell Evaporator, additional badly-needed cot space for Sick. bay and installation of bake-shop. The actual sailing date proved to be 13 October, which would have allowed time for all this work.



Zone + 8

U. S. S. Hercules
War Diary
(Ship's Copy)

San Francisco.

2 October, 1943

0-12 At Pier 45 A, awaiting orders and undergoing minor repairs. Draft for'd. 10', aft 20' 10". No remarks.

12-24 As before. U. S. Army Transport S.S. F. C. Ainsworth moored at pier 45 astern of Hercules, port side to.
B. F. M. Guckin, Lt. Cdr., USNVA.

3 October, 1943

0-12 As before. Ship's draft for'd 11', aft 19' 08". No remarks.

12-24 As before. No remarks. B. F. M. Guckin, Lt. Cdr., USNVA.

4 October, 1943

0-12 As before. Minor repairs to engines continued. Draft for'd. 10', aft 19' 08".

12-24 No remarks

B. F. M. Guckin, Lt. Cdr., USNVA

5 October 1943

0-12 As before. Ship's draft for'd. 10' 08", aft 19' 02". @ 830 Drilled deck divisions on operation of Randy-billy pumps.

17-16 As before. 1420 55 Poelau Laut (Dutch) moored to berth 45 B, astern of Hercules. 1520 jacked over auxiliary engines for test. During afternoon watch, took aboard 6325 gals. fresh water.
B. F. M. Guckin, Lt. Cdr., USNVA.

Zone + 8

U. S. S. Hercules
war diary

San Francisco.

6 October, 1943

0-12 Moored at Berth 45 A, Army Pier, San Francisco, awaiting orders, and undergoing minor repairs, painting hull and superstructure, etc. 0800 civilian stevedores aboard to commence loading vessel. Ship's draft for'd. 10'09", aft 19'07". During morning watch, took aboard 19,865 gals. fresh water.

12-24 As before. No remarks
R. J. M. Luckin, Lt. Cdr., USNR.

7 October, 1943

0-24 As before. Ship's draft for'd. 11'01", aft 20'07". 1305 Tank ~~barge~~ ^{barge} S.S. Contracosta alongside to fuel Hercules. 1355 Commenced fueling. Draft for'd. 12'05", aft 21'. 2025 Completed fueling, having taken 6308.6 barrels. Ship's draft for'd. 15'07", aft 22'03".
R. J. M. Luckin, Lt. Cdr., USNR.

8 October, 1943

0-12 As before. Ship's draft 15'09" for'd., 22'05" aft. Loading general cargo 0922 Took powder sample tests.

12-24 1248 SS Poelan Laut cast off and stood out.

1755 Shifted ship approx. 90 ft. astern, to permit recovery of crate dropped overboard by stevedores this date.
R. J. M. Luckin, Lt. Cdr., USNR.

Insert: Fuel taken Oct. 7 was at 96°. At usual 60° temp. fuel taken would be 6239.7

Zone + 8

U.S.S. Hercules
War Deity

San Francisco

9 October 1943

0-12 Moored at Army Pier 45 A, loading general cargo.
Ship's draft for'd. 17'02", aft 24'01". No remarks.

12-24 As before. No remarks.

R. F. M. Luckin, Lt.-Com., USNR.

10 October 1943

0-12 As before. 0950 #6 hold completed loading & battened down. Ship's draft at noon 22'02" for'd., 25' aft.

12-24 No remarks

R. F. M. Luckin, Lt.-Com., USNR.

11 October 1943

0-12 As before. Ship's draft for'd. 22'11", aft 25'04".
No remarks.

12-24 As before. Took 184,749 22,510 gals. fresh water this date, total on hand 184,749 gals.

R. F. M. Luckin, Lt.-Com., USNR.

12 October 1943

0-12 As before. Loading general cargo for Crab and Iron. Continuing minor repairs to power plant. Ship's draft for'd. 24'06", aft 25'04". 0400 Loading mail for Crab from Fleet Post Office, San Francisco. 1010 #3 hold secured for sea.

12-24 As before. Loading deck cargo - trucks, tank trailers, jeeps etc.
1335. Took powder sample tests.

R. F. M. Luckin, Lt.-Com., USNR.

Zone + 8

U.S.S. Hercules
War Diary

San Francisco

13 October 1943

0-4 Moored at Army Pier 45A, starboard side to. Carpenters and riggers aboard lashing deck cargo, constructing catwalks etc.

4-8 As before. Took 41,000 gals fresh water.

8-12 As before. Ship's draft 24'07" for'd., 26'09" aft, 25'08" mean. Weather clear, wind N.E., force 3. Making all preparations for getting underway. 0945 Commenced warming up main engines. Took on 8,000 gals. fresh water. 1115 Rec'd. word from Army Port Capt. to postpone sailing from 1200 to 1700.

12-16 As before. Riggers and carpenters securing deck cargo.

16-20 1620 Bar pilot aboard. All lines snigled up. 1645 All departments report ready to get underway.

B. F. M. Tucker, Lt. Com., U.S.N.R.

1702 Underway for Honolulu, T.H. in obedience to Voyage Order 496-43 of Port Director, San Francisco, dated 11 October and Operation Order 155 C & R of Comweseapron, dated 12 October, 1943. 1717 Backing clear of pier. SS. Pres. Tyler and an unidentified merchant vessel standing out port baulk boom. 1751 Hercules cleared ~~the~~ Golden Gate and stood out thro' swept channel on various courses, pilot at con, Captain, Executive and Navigator on bridge. 1815 Passed U.S.S. Chinquapin (YN12) conducting diving operations to salvage SC vessel recently in collision and sunk in channel. 1900 Dropped pilot. ~~Departure~~ 1907 Departure from Buoy "J", weather, light westerly wind smooth sea, clear sky, various courses, 92 RPM. (Capt. at con). P. Bryant Lt. Com. U.S.N.R.

20-24 - Underway as before proceeding out channel Captain at the con at 92 RPM 2002 Passed close aboard to port channel Buoy "A" 2023 Changed course 256° P6C 249° P5C 258° True Farallon Isth. bearing 043° True dist. 4.6 miles 2030 Secured De Gaussing Coils 2050 Commenced 22 on plan 14 2300 Retarded clocks 25-minutes - 2300 Radar equipment

Zone +8

U.S.S. Hercules
War Diary

13 October 1943

At sea

Coit 20-24 reported ~~at~~ out of commission. 2330 Sighted white
parachute flare bearing 122° True

Paul O Bonander Lt. USNR

POSITION 2000 :- LAT. $37^{\circ} - 40' N.$, LONG. $122^{\circ} 58' W.$

Loned Decip-18.
14-October 1943

U. S. S. Hercules
War Diary

at sea

0-4 As before - on course. 256° gyro. 270° wh. stg. compass until 0900 when 244° wh. stg. compass. ZZ in accordance with plan #14. 02 R. P. Ms. 0200 Radar back in operation. Weather - cool with NW wind & moderate NW sea & N'y swell. Overcast with numerous fog banks. - Vessel riding easily with some spray boarding the vessel.

Remo Culbert Lt (a) USNR

4-8 En route San Francisco to Honolulu. Weather misty, visibility 1000 to 6000 yds., sea very slight, wind NNW force 2. 0609 Set condition 2. 0709 Secured condition 2, set masthead lookout.

B. F. M. Luckin, Lt. - Com., USNR

Position 0800 :- LAT. 36° 55' N., Long. 126° - 53' W.

8-12 Steaming as before on Base course 256° P & C. 92 R P M. ZZ in accordance with plan #14, weather, light N.W. Wind, smooth sea, sky cloudy & overcast.

Plinyant Lt (a) USNR

Position 1200 :- LAT. 36° 39' N., Long. 128° - 10' W.

12-16 Underway as before on course 256° P & C 248° P & C 246° P & C at 92 R P M. ZZ in accordance with Plan 14 1305 Change course to 258° P & C 250° P & C 248° P & C. Clear sky small Wly sea

Paul Oberlander Lt. USNR

16-20. As before on base course 258° gyro. 250° stg. compass. 248° p.st. compass. ZZ in accordance with plan #14. 02 R P Ms. 1845. Set condition 2 for sunset. 1945. Secured condition 2. Weather - cool & clear with slight NW sea & NW wind force 2. - Low swell from NW - vessel pitching slightly.

Remo Culbert Lt (a) USNR

Position 2000 :- LAT. 36° - 12' N., Long. 130° - 46' W.

20-24 Conditions as before. Weather clear, becoming overcast - wind west force 2, veering to South, force 2 - sea calm with increasing WNW swell. 2000 Gc to 243° and continued Z/2 on Plan 14. 2100 Blew tubes. Switched on de-gaussing coils for routine test. 2200 Secured de-gaussing. 2300 Tg to 243° clocks 25 min.

B. F. M. Luckin, Lt. - Com., USNR

Zone + 9

U.S.S. Hercules
war diary

15 October, 1943

At Sea

0-4 Steaming as before on base course 243 P.C.C., 92 RPM
ZZ in accordance with plan #14, 2 p.m., light S.W.
& West wind, heavy N.W. ground swells, sky clear.
P. Bryant Lt (JG) USNR

4-8 Underway as before on base course 243° P.C.C. 233° P.S.C. at 92 RPM ZZ on
plan 14 Clear sky heavy westerly swell. Vessel pitching & rolling heavily
shipping spray on fore deck

Paul Bonandu Lt USNR

Position 0800 :- LAT. 36° 57' N., Long. 134° 25' W.

8-12 As before on course 243 gyro. 238 stg.c. 92 RPM # in accordance with plan #14. 0820
Lead #2 resumed 245 gyro 0828 Resumed # on plan #14. 0855 Lashing on deck cargo
forward parting. 0858 Reduced to 60 RPMs & cleared #2. Course 243 gyro 0915
Increased to 70 RPMs. 0937 Increased to 80 RPMs. 1000 Deck cargo reported secure.
Weather calm & clear - N.W. swell, NW wind force 1 - 4 kts. Vessel pitching
& rolling

Paul Bonandu Lt USNR

Position 1200 :- LAT. 34° 39' N., Long. 135° 22' W.

12-16 As before. 1305 C/c to 238° p.g.c. 242° T and increased to 88
rpm. 1510 Drilled recruits on loading and handling 20 mm guns.
Weather clear, swell moderating. A. J. M. Tucker, Lt. Com., USNR

16-20 Steaming as before on course 238° P.C.C., 88 R.P.M.,
1846 set Condition 2 for sunset, 1946 secured condition 2,
Weather, Gentle S.W. wind, moderate swell, clear sky
P. Bryant Lt (JG) USNR

20-24 Underway as before on course 238° P.C.C. 224° P.S.C. at 88 RPM 2000 In-
creased speed to 92 RPM Clear sky smooth sea long westerly swell
vessel rolling moderately 2300 Retarded clocks 23 minutes

Paul Bonandu Lt USNR

Position 2000 :- LAT. 33° 40' N., Long. 137° 31' W.

Zone 49

16 October 1945.

U. S. Hercules.
War Diary.

At Sea.

0-4 As before. Steaming on course 238° gyro 224° stry compass 92 RPMs. Weather clear & cool with NWly wind force 1 & slight sea. Moderating swell from NW. Vessel rolling & pitching moderately.

Remo Pulhenk. Lt. USNR.

4-8 As before. Weather clear, becoming partly cloudy - sea calm, WNW swell moderated - wind none. 0500 Commenced Z/Z on plan 11, base course 238° A.G.C. 0615 Set condition 2. 0715 Secured condition 2, set mast head lookout.

B. M. Jenkins, Lt. - Car, USNR.

Position 0800 :: LAT. $32^{\circ}-00'N.$, Long. $141^{\circ}-05'W.$

8-12 as before, on base course 238° P.B.C., Z Z in accordance with plan #11, weather, light westerly wind, moderate swell, sky clear

P. Bryant Lt (JG) USNR

Position 1200 :: LAT. $31^{\circ}-26'N.$, Long. $142^{\circ}-10'W.$

12-16 Underway as before on base course 238° P.B.C. 228° P.S.C. at 92 RPM Z Z in accordance with plan 11 1305 Changed base course to 237° P.B.C. 227° P.S.C. 1330 General Quarters drill, ceased Z Z resume base course 237° P.B.C. 227° P.S.C. 1343 % to 045° P.B.C. during firing practice 1347 % to 050° P.B.C. 1355 % to 202° P.B.C. 1359 % to 210° P.B.C. 1410 Resumed base course 237° P.B.C. 227° P.S.C. 1420 Resume Z Z in accordance with plan 11 - Secured from firing practice Partly cloudy low westerly swell

Paul O Bonander Lt. USNR

16-20 As before on course 237° gyro 227° stry compass Z Z in accordance with plan #11 92 RPMs 1845 Set condition 1 for sunset. 1930 Ceased Z Z and resumed base course 237° gyro 1945 Secured condition 1 for sunset. Weather: Warm & clear N.W. swell - NW wind force 1 - slight NWly sea.

Remo Pulhenk. Lt (JG) USNR.

Position 2000 :: LAT. $30^{\circ}-20'N.$, Long. $144^{\circ}-16'W.$

20-24 As before. weather partly overcast - sea moderate - wind north easterly, force 3. 1956 Adjusted course to 238° . 2200 Commenced zigzag on plan 12. 2300 Retarded all clocks 25 min.

B. M. Jenkins, Lt. - Car, USNR-10

Zone + 10

U. S. S Hercules
War Diary

At Sea.

17 October 1943

0-4

Steaming as before on base course 238 P.B.C., 228° P.C.
92 RPM, Z Z in accordance with plan 12, weather
gentle south + S.W. wind, moderate swells, clear sky
P. Bryant Lt (SG) USNR

4-8 Underway as before on base course 238 P.C. 224° P.C. at 92 RPM Z Z in
accordance with plan 12 Partly cloudy small easterly sea

Paul C. Bonamandy Lt USNR

POSITION 0800 :- LAT. 28°-37' N., LONG. 147°-32' W.

8-12 As before on base course 255° P.C. 224° true compass. #12 on plan #12. Weather
overcast - moderate Ely swell + NNE sea. NE wind force 5. Vessel
riding easily.

Ken G. Gullbank Lt USNR

POSITION 1200 :- LAT. 28°-05' N., LONG. 148°-35' W.

12-16 As before. 1309 Adjusted base course to 237° P.C. 1331 Reduced
speed to 86 rpm. 1335 Shifted Z/2 to plan #14. Weather -
scattered clouds, intermittent light rain squalls - wind -
ENE force 4 - sea moderate.

R. J. M. Tucker Lt. Cdr., USNR

16-20 As before on base course 237° P.C. 86 R.P.M.
1850 Set condition 2, 1950 secured condition 2, weather
light lively wind smooth sea, clear sky
P. Bryant Lt (SG) USNR

20-24 Underway as before on base course 237° P.C. 227° P.C. at 86 RPM
Z Z in accordance with plan 14 2000 Reduced RPM to 84
Partly cloudy with passing squalls Moderate NEly sea
2300 Retarded clocks 25 minutes

Paul Bonamandy Lt. USNR

POSITION 2000 :- LAT. 27°-05' N., LONG. 150-25' W.

Zone Descrip - +10

U. S. S. Hercules.

War Diary

18 October 1945

At Sea

0-4. Steaming as before on base course 237° gyro. 227 p strg compass - # in accordance with plan #14 - 84 RPMs. Weather: warm and partly overcast. Ely wind force 5. NE sea. & SE'y swell - vessel riding easily

Rene Gulbenk Lt (jg) USNR

4-8 As before. weather fitly overcast, wind E x S force 3, sea moderate. 0610 set condition 2. 0708 secured condition 2 set masthead lookout. 0747 reduced speed to 81 RPM
J. P. M. Jenkins, Lt. - Cdr., USNR

8-12 as before on base course 237° P. & C. 81 R.P.M. weather, light Ely. wind slight sea, sky partly overcast with occasional showers
R. Bryant Lt (jg) USNR

POSITION 0800 :- LAT. 25° 26' N., 153° - 22' W.

12-16 Underway as before on base course 237° P & C 227° PSC at 81 RPM
22 in accordance with plan #14 - 1300 increased RPM to 82
1306 ceased 22 changed course to 218° P & C 209° PSC 1330 commenced 22 in accordance with plan #11 cloudy with passing squalls choppy easterly sea

Paul O. Bonanuelis Lt USNR

POSITION 1200 :- LAT. 24° 55' N., LONG. 154° - 13' W.

16-20. As before on base course 218° gyro. 209 p strg compass - # in accordance plan #11 - 82 RPMs. 1845 set condition 2 for sunset - 1945. Secured condition 2 for sunset. Weather: warm with intermittent rain squalls - completely overcast. Ely wind force 5. & slight Ely sea - low - NW swell. Vessel riding easily.

Rene Gulbenk Lt (jg) USNR

POSITION 2000 :- LAT. 23° - 29' N., LONG. 155° - 37' W.

20-24 As before. weather fitly cloudy, wind ESE force 4, sea moderate. 2300 Retarded all clocks 75 min. 2345 Radar picked up target bearing 180° T, dist. 5 mi. 2355 Passed vessel ^{headed} ~~bound~~ approx. NE dist. 4000 yds., apparently medium cargo or tanker
J. P. M. Jenkins, Lt. - Cdr., USNR

Zone deser. + 10 U. S. S. Hercules
Ship using Hawaii time, + 9 1/2 War diary

19 October 1943

0-4

At Sea
Steaming as before on base course 218° P.B.C., 82 R.P.M.
Z Z in accordance with plan # 11, weather, moderate
S. lily. wind slight sea. sky partly overcast

P. Bryant Lt (j) USNR

4-8

Underway as before on course 218° P.B.C. 209° P.S.C. at 82 R.P.M. Z Z in accordance
with plan # 11 0400 Radar contact with land bearing from 210° to 235°
Time 0525 sighted escort vessel P.C. 586 bearing 215° True 0535 Reduced
R.P.M. to 71. Escort vessel maneuvering to position ahead 0600 Reduced
R.P.M. to 51. Case Z Z resume base course 218° P.B.C. 209° P.S.C. 0625
Maikapuu Lt. House bearing 266° True 0640 Resume Z Z in accordance
with plan # 11 0655 Increased R.P.M. to 78 0700 Case Z Z resume
base course 218° P.B.C. 209° P.S.C. Reduced R.P.M. to 75 0725 Increased
R.P.M. to 78 - various adjustments of speed to conform with escort.
0730 Energized de-gaussing coils 0739 Maikapuu Lt. House abeam
bearing 308° True dist. 5.5 miles. Clear sky small SE sea

Paulo Bonanda Lt. USNR

8-12

Position 0800 :- LAT. 21° 13' N., LONG. 157° 42' W.
As before. Approaching Honolulu, T.H. on various courses
and speeds, Captain at con, Executive & Navigator on
bridge. 0833 "Arrival". Diamond Head abeam on
course 315° h.g.c. 0849 Signalled PC 586 to proceed on
duty assigned. 0856 C/P to 350° 0900 Pilot Nelson
aboard and took con. Proceeded through Honolulu
entrance channel. 0927 Secured de-gaussing coils.
0940 Moored to Pier 19, Honolulu harbor, port side to.
0947 Pilot away. 0950 Commenced cooling main
engines. Started port routine 1000 to 1100. Various
Army officers aboard to handle cargo discharge,
and representatives of Coast Guard and Port Director
with port instructions etc.

R. F. M. Luckin, Lt. Cdr., USNR

Ship's draft on arrival - fore'd 73' 06" aft 76' 08"

12-16 As before. 1300 Several Hawaiian stevedore crews aboard
to commence unloading. 1400 Casualty to jumbo boom
at # 6 hatch reported while being handled exclusively by
civilian stevedores. ~~Top~~ bent near base and wire whip! 13
pumped fair lead sheave at end of boom. Cause undetermined

19 October (cont.)

due to unanimous silence of all concerned. 1255 Secured main engines. 1315 Secured gyro compass.

16-24 As before discharging deck cargo, by civilian stevedores under A.T.S. No remarks.
B. F. M. Gustin, Lt.-Com., USNR

Zone time + 9 $\frac{1}{2}$ (Hawaiian war time) Honolulu, T.H.
20 October, 1943

0-12. At pier 19, discharging cargo. Ship's draft for'd. 23', aft 25'09". 0800 Radar Technician to Pearl to obtain new transformer for SL Radar in exchange for defective item which caused interference with reception on recent voyage.

12-24 1815 Union Oil S.S. Derocke docked at Pier 18, just forward of Hercules. Floating crane alongside to discharge heavy lifts.
B. F. M. Gustin, Lt. Com., USNR.

21 October Honolulu, T.H.

0-12 At pier 19, discharging cargo. M.P. sentries guarding open holds containing beer and other less valuable material. Ship's draft for'd. 17'06", aft 23'. During forenoon watch, alterations to laundry compartment in progress. Fore-watch set during welding operations. 0922 Steering engines tested.

12-16 1325 Commenced taking fresh water.

16-24 1635 Completed taking fresh water - 19,740 gals.

B. F. M. Gustin, Lt.-Com., USNR

Zone + 10
(Ship using + 9 1/2
Hawaii time)

U.S.S. Hercules
War Diary

Honolulu, T.H.

22 October, 1943.

0-4 Moored at Pier 19, completing discharge of general cargo.
Ship's draft fwd. 15'06", aft 20'06". 0000 Finished unloading #6 hold.

4-8 As before. 0535 Sounded general quarters and assumed condition I, in obedience to radio message from "Wing", Navy yard, Pearl Harbor 221533. 0610 Resumed normal port condition in obedience to messages 221536 and 221537.

8-12 As before. 0840 Tested whistle. 0905 Tested steering engine. 0915 Commenced taking fresh water.

12-24 1508 Finished unloading #1 hold. 1758 Completed unloading vessel, in the unusual time of 3 days 5 hours, at the rate of more than 1800 tons per day. The Hawaiian and Filipino stevedores at this pier, with competent supervision by Capt. Holden, U.S.A., A.T.S. and a Mr. Mason, have provided the most efficient cargo discharge encountered by Hercules since commissioning.
J. F. M. Jenkins, Lt. Cdr., USNR.

23 October, 1943

0-12 Conditions as above. Ship's draft fwd. 10'07", aft 22'03". 0820 Two officers from Port Director and two civilians aboard to inspect damage to Standard Steering Compass compensating coils on flying bridge, caused by burning out junction box on binnacle while making routine test of de-gaussing on October 22. (This box was subsequently re-wired and the compass given normal dock-side adjustment. One Flinders bar was found to be magnetized and was replaced). 1000 Held Captain's Inspection.

J. F. M. Jenkins, Lt. Cdr., USNR.

October 23 (cont.)

12-24 1255 Captain and Executive Officer to Cincpac H.Q. to receive instructions regarding coming voyage. Received verbal information from Chief of Staff, Service Force Pacific that Hercules is assigned "indefinitely" to that force and for the present to Service Squadron 4, and that our Operations Order to "return immediately" to San Francisco is annulled. Returned to vessel after supplying information regarding ship's characteristics.
B. F. Mc. Guckin, Lt. - Cdr., USNR.

24 October, 1943.

0-12 As before. Ship's draft for'd. 10'06", aft 22'.

0842 Hoisted out both motor whaleboats for routine tests.

12-24 As before. No remarks.

B. F. Mc. Guckin, Lt. Cdr., USNR.

25 October, 1943

0-12. Conditions as above. Ship's draft for'd. 11', aft 21'11" 0845 Routine test of steering engines. 0930 Tanker S.S. Pat Doherty stood in and moored at Pier 8, forward of Hercules. 1000 Navy drydock's officer and civilian representative of Inter-Island Co. aboard to inspect damage to #6 Jumbo boom and arrange for repairs.

12-24. As before. No Remarks

B. F. Mc. Guckin, Lt. Cdr., USNR.

Insert: At 1230 Oct. 25, Exec. Officer, Engineer Officer, 1st Lieut. and Supply Officer to Headquarters Comservopac to discuss urgent repairs & alterations - base shop, evaporator, additional Deck Bay space etc.

Zone + 10
(Ship on + 9 1/2 Hawaii
war time)

U. S. S. Hercules
War Diary

Honolulu, T. H.

26 October, 1943

0-127 moored at Pier 19, unloading completed, awaiting orders. Ship's draft fore'd. 11', aft 21' 11". 0815 workmen from Island Welding Co. aboard to install bake shop adjoining mess hall at after end of main deck midship section. 0900. Inter Island Co. Drydock Div. crew aboard to straighten jumbo boom yoke and replace pin at #6 hatch, damaged on 14 October. 0940 Commenced taking fresh water. 1110 Shifted ship astern to pier 20 by order Port Director, Honolulu.

12-24 As before. 1645 S.S. Chas. Christensen stood in and moored at Pier 19.

R. F. W. Jackson, Lt. - Com., USNR.

27 October, 1943.

0-12 Conditions as above. Ship's draft fore'd. 11', aft 21' 11". 0830 Welding & burning operations in progress in bake shop and on #6 jumbo boom. Fire-guards posted.

12-24 As before. Took aboard 15,899 gals. fresh water this date.

R. F. W. Jackson, Lt. - Com., USNR.

Zone +10
(Ship on +9 1/2, Hawaii
war time)

U. S. S. Hercules
War Diary

28 October, 1943

Honolulu, T. H.

- 0-4 Moored at Pier 20, awaiting orders. Bake-shop installation proceeding, #6 jumbo boom repairs continuing, cargo gear overhauled and renewed where necessary. Ship's draft for'd. 11', aft 21'11".
- 4-12 0845 Routine test of steering engine. 1012 to 1052 Exercised crew at fire drill.
- 12-24 1230 Commenced taking fresh water 1500 Completed taking fresh water. 1910 to 1930 Medical Officer instructed crew in first-aid and life-saving, in mess hall.
R. J. M. Guckin, Lt.-Cdr., USNR.

29 October

- 0-12 Conditions as above. Ship's draft for'd. 11'01", aft 21'09".
- 0800 Exercised crew at fire & rescue drill, including demonstration of handy-billy pump operation, rescue-breathing apparatus and use of fog nozzles. 0900 Drill secured.
- 0830 to 1030 Exercised two life-boat crews at abandon-ship drill and pulling practice. 1045 Rec'd. message from Port Director (by messenger) to be ready to shift berth at 0800, 30 October.
- 12-24 1300-1500 Instruction continued in use of rescue-breathing apparatus, handy-billy pump and foam generator.
R. J. M. Guckin, Lt.-Cdr., USNR.

Zone + 10

Ship using Hawaii War Time

U. S. S. Hercules

War Diary

30 October, 1943
= + 9 1/2

Honolulu, T. H.

0-4 Moored at Pier 20, awaiting orders. Ship's draft forward 11'04",
aft 21'07". No remarks.

4-8 . 0600 Commenced warming up main engines. 0700 Made all preparations for undocking to shift berth. 0800 welders completed work in bake shop and departed.

8-12 As before. 0800 Berthing pilot Jennings aboard. 0807 Underway to shift from Pier 20 to Pier 28, Honolulu harbor, in obedience to orders by messenger from Port Director, Aloha Tower. Pilot at Conn, Captain, Executive and Navigator on the bridge. 0844 Moored at Pier 28, with assistance of two harbor tugs, starboard port side to, ship's head 124° T, S.S. Pres. Tyler moored astern at Pier 29.

Note - While shifting berth, a considerable westerly set was experienced, probably due to Muanu Stream, causing vessel to narrowly escape fouling the eastern end of Pier 28.

When berthing, the ship's bow hit the docks with considerable force. Inspected by Captain and Executive Officer, damage proved to be negligible.

0910 Sperry gyro-repair man aboard to inspect gyro-compass.

12-24 As before. No remarks. B. F. M. Luckin, Lt.-Cdr., U.S.N.R.

Zone +10
Ship using Hawaii
war time +9 1/2

U.S.S. Hercules
War Diary

3, October, 1943
Honolulu, T. H.

0-4 Moored at Pier 28, port side to. Ship's draft for'd. 11'07", aft 21'09". No remarks.

4-12 As before. 0845 Hoisted out both motor-whaleboats for routine tests and shore trips. 0945 Gyro. repair man and 14th Dist. gyro officer aboard to repair azimuth gears and bearings on main gyro. compass.

12-24 As before. No remarks
D. F. M. Tucker, Lt. Cdr., USNR.

1 November, 1943.

0-12 Conditions as above. Ship's draft for'd. 11'09", aft 21'03". 0950 Exercised #1 and 2 lifeboat crews at abandon ship drill, hoisting out #1 lifeboat, pulling away from ship, returning and securing boat. 1000 Commenced taking fresh water. 1105 Abandon ship drill secured. 1225 Completed taking fresh water, 20,066 gals.

12-24 As before. 1550 #5 S.S. Pres. Tyler underway & stood out. 1705. S.S. Jean Nicolet stood in and berthed at Pier 29 astern of Hercules. 1845 Two civilian stevedore crews aboard to commence loading aviation gas, bombs, ammunition and general cargo for Air Force, in charge Army Transport Service.
D. F. M. Tucker, Lt.-Cdr., USNR.

1 November 1943. Next higher echelon. Comsewron 4, Pacific Fleet - but see entry in this diary dated 23 October 1943, time 1255. No written authentication of transfer from U.S.N.T.S. has been received to date by the Commanding Officer.

Zone +10 (Ship on +9 1/2
Hawaii's War Time)

U.S.S. Hercules
War Diary.

2 November, 1943

Honolulu, T. H.

0-12 At Pier 28, Honolulu, loading bombs, high-octane gasoline, ammunition and general cargo for Army Air Force. Ship's draft for'd. 11'06", aft 22". U.S. C. B. patrols posted during loading operations. 0935 Captain and Executive Officer to Comservforpac to discuss provisions and supplies required for coming voyage. 0948. Routine test of steering engine.

12-24 As before. No remarks. R. F. M. Guckin, Lt.-Col., USNR.

3 November, 1943.

0-12 Conditions as above. Ship's draft for'd. 14'03", aft 21'07". 1015 Commenced taking fuel oil from pier outlet. Temperature 90°, gravity 16.6.

12-24. As before. 1210 Ceased fueling temporarily. 1340 Resumed fueling. 1737 Finished fueling, having taken gross 2680 bbls., net after temp. corr. 2648 bbls. Draft after fueling 15'06" for'd., 20'09" aft. R. F. M. Guckin, Lt.-Col., USNR.

Note - No cargo loaded this date (3 Nov.) after 0600.

Zone +10 (Ship out 4 1/2
Hawaii war time)

U. S. S. Hercules
War diary

4 November, 1943

Honolulu, T. H.

0-12 At Pier 28, loading cargo for U.S.A.A.F. Ship's draft
for'd. 15' 03", aft 21' 03". 0800. Loading operations re-
summed with five crews working # 1, 2, 3, 5 + 6. 1000
City of Honolulu air-raid practice alert. Hercules sounded gener-
al quarters. 1045 General quarters secured.

12-24. As before. No remarks.

R. F. M. Suckin, Lt.-Cdr., U.S.N.R.

5 November 1943.

0-12 Conditions as above. Ship's draft for'd. 16' 06", aft 22' 10".
No remarks

12-24 As before. No remarks.

2330 #7 hatch secured for sea.
R. F. M. Suckin, Lt.-Cdr., U.S.N.R.

6 November 1943

0-12 Conditions as above. Ship's draft for'd. 19', aft 24'. 0250 Blacked-
out vessel, including cargo lights, and suspended cargo operations
by order O.in.C. U.S.C.B., Pier 28. 0310 Ship re-lighted and load-
ing resumed. 1000 - 1025 Captain's Inspection.

12-24. As before. 1329 Lt.-Cdr. Bruce, C.O. of DE 260 (U.S.S. Cabana)
aboard to call on Commanding Officer. 1337 commenced
taking fresh water. 1434 Rec'd. 147 sacks U.S. Mail for trans-
portation. 1442 #3 hatch secured for sea. 1500 Rec'd. 100 sea-
bags for C.B. passengers. 1555 Tested whistle. 1935 Hoisted in
#1 + 2 motor whaleboats. 2150 Finished taking fresh water,
59,050 gals. 2240 #2 hatch secured for sea. 2300 All booms
secured for sea except #4.

R. F. M. Suckin, Lt.-Cdr., U.S.N.R.

Zone +10
(Ship on +9 1/2, Hawaii
war time)

U.S.S. Hercules
War Diary

7 November, 1943

Honolulu, T. H.

0-4. At Pier 28, loaded and ready for sea. Weather clear,
sea calm, wind - light variable dir.

4-8 As before. Making all preparations for getting underway.
0630 Commenced warming up main engines. 0710 Rec'd. /
aboard 2 U.S. Navy Officers & 1 CCSTD. for transportation.
0745 Tested steering gear, whistle and all bridge com-
munications. 0800 Rec'd. aboard for transportation
3 Officers and 109 enlisted men (43 colored) of Special
Construction Battalion # 14
Stevedore

R. V. M. Luckin, Lt.-Cdr., U. S. N. R.

8-12 As before. 0903 Underway for Funafuti Atoll, Ellice
Islands, in obedience to Op Order 116-43 of CTF 16, dated
6 Nov. 1943, in company with DE 260, forming Task Unit
16. 15. 7. Ship's draft fwd. 19', aft 25', mean 22'. Captain,
Executive and Navigator on bridge. 0912 Cut in degaussing
coils. Steaming on various courses making sortie from
Honolulu harbor. 0920 joined by DE 260 off entrance
buoys, 0930 Took departure from $\lambda 21^{\circ}15' N$, $\lambda 157^{\circ}54' W$.
on course $205^{\circ} T$, speed approx. 10.5 kts, 55 rpm.
0940 Increased to 59 rpm, 1052 General Quarters, all stations
manned, 1100 target practice with 20 mm & 3" Guns, 1035 secured
target practice & guns except regular watch, 1000 9c to 179° Line. 1148
increased R.P.M. to 77, 1035 secured De Gaussing, Weather, Light
Saly wind smooth sea, clear sky

P. Bryant Lt. JG U.S.N.R

12-16 Underway as before on course $179^{\circ} PBC$ at 77 RPM - 77 in accordance
with plan #9 Pac-10 Tactical orders 1400 Clocks retarded 60 minutes to
zone time + 10 1/2. 1430 Change course to $246^{\circ} PBC$ $238^{\circ} PStpC$ increased
RPM to 78 - Slight Sly sea - Partly Cloudy

Paul D. Hornander, U.S.N.R

7 November Continued

16-20 Continued on base course 246° P.G.C. 238° P.S.C. speed 78 RPM
until 1845 when increased speed to 80 RPM. ZZ plan #9 Pac 10_A in
use. Weather fair, partly cloudy, wind slight S by. Condition II sunset
watch set at 1735, secured at 1825.

R. C. Home Lt. U.S.N.R.

20-24 as before on base course 246° type 80 RPM ZZ in accordance
with plan 9 Pac. 10. 2300 retarded clocks 30 minutes
weather, light S. by wind, slight swell, sky pty overcast
R. C. Home Lt. U.S.N.R.

POSITION 1200 :- LAT. $20^{\circ} 48' N.$
LONG. $158^{\circ} 02' W.$

POSITION 2000 :- LAT. $19^{\circ} 32' N.$
LONG. $159^{\circ} 14' W.$

Zone # 11

U.S.S. Hercules

November 8, 1943

War Diary

At Sea

0-4 Under way in accordance with Op. Order 116-43 of CTF-16 - 10/6/43 on course 246° PGC 238° PSTC at 80 RPM ZZ in accordance with plan #9 Pac-10 Tactical orders 0015 changed course to 208° PGC 203° PSTC Partly cloudy with occasional squalls slight SE sea & swell

Paul O. Bonander Lt USNR

4-8 Continued on base course 208° P.G.C. 203° P.S.C. using ZZ plan #9 Pac-10 until 0630 when course changed to 209° P.G.C. 204° P.S.C. Speed continued at 80 R.P.M. 0446 sounded General Alarm 0530 held abandon ship drill 0546 resumed abandon ship & B. Q. resumed regular Condition III gun watch. Weather partly cloudy, sea calm with occasional swell, wind S.E. slight.

R. Brown Lt. U.S.N.R.

8-12 as before on base course 209° gyro. ZZ in accordance with plan #9 Pac 10. 1000 Target practice with 20 mm & 30 cal. machine guns. 1015 secured target practice, weather, light S. lily wind, smooth sea, clear sky

Note: 20 mm battery fire speed and marksmanship shows steady improvement.

P. Bryant Lt (S) USNR

12-16 As before on course 209° PGC 204° PSTC at 80 RPM ZZ in accordance with plan #9 Pac-10 Tactical orders Clear sky moderate Easty sea & swell

Paul O. Bonander Lt USNR

16-20 As before on base course 209° PGC. 204° P.S.C. ZZ plan #9 Pac 10 speed 80 R.P.M. Sunset condition II watch set at 1720 resumed at 1835. changed base course to 208° PGC. 203° P.S.C. Weather partly cloudy, sea slight swell from west moderate wind Sily.

R. Brown Lt. U.S.N.R.

Zone +11

U S S Hercules

November 8th Continued War Diary

at sea.

- 20-24 as before on base course 208 P.C. 80 R.P.M. Z Z in accordance with plan 9 Pac 10, 2015 De Gausseing turned on for testing, 2105 secured by Gausseing, weather, light S. sky, wind, slight ground swell, clear sky
P. Bryant Lt OG 1110 R

Position 0800 :- LAT. $17^{\circ} 24' N.$, LONG. $161^{\circ} 10' W.$

1200 :- LAT. $16^{\circ} 36' N.$, LONG. $161^{\circ} 40' W.$

2000 :- LAT. $14^{\circ} 47' N.$, LONG. $162^{\circ} 37' W.$

Zone + 11

U.S.S. Hercules

November, 9, 1943

War Diary

At Sea

0-4 Underway in accordance with Op. Order 116-43 of CTF-16-10/6/43 in company with DE 260 on base course 208° PGC 203° PSTgc 22 on plan #9 of Pac 10 Tactical orders at 80 RPM Partly cloudy moderate Ely sea & swell vessel rolling gently

Paul O Bonander Lt. USNR

4-8 underway as before on base course 208° PGC. 203 P.S.C. at 80 K.P.M. continued on 22 plan #9 Pac 10. Set sunrise watch condition II at 0450 resumed at 0550. Weather partly cloudy, occasional squall, wind Ely force 2 sea mild with slight swell from east

RC Home Lt. USNR

8-12 as before on base course 208° gyro. 80 RPM ZZ in accordance with plan 9 Pac 10, weather light hazy wind slight sea. Clear sky.

P. Bryant Lt (SO) USNR

12-16 As before on base course 208° PGC 203° PSTgc at 80 RPM 22 on plan #9-Pac 10 Tactical order 1200 Reduced RPM to 75. Cloudy moderate Easterly sea & swell vessel rolling gently

Paul O Bonander Lt USNR

16-20 As before base course 208° P.G.C. 201 P.S.G.C. at ~~20~~¹⁵ K.P.M. 22 on plan #9 Pac 10. Set condition II watch at 1730 resumed at 1830. Weather partly cloudy to cloudy occasional squall wind E force 2 occasional easterly swell

RC Home Lt USNR

20-24 as before on base course 208° gyro, 75 RPM, ZZ in accordance with plan 9 Pac 10, weather, light hazy wind & sea. sky partly overcast.

P. Bryant Lt (SO) USNR

Position 0800: - LAT. 12°-24' N., LONG. 164°-10' W.
1200: - LAT. 11°-35' N., LONG. 164°-39' W.
2000: - LAT. 10°-00' N., LONG. 165°-32' W.

27

Zone +11

USS Hercules
War Diary

November 10/1943

At Sea

2-4 Underway in accordance with Op. order 116-43 of CTF-16-10/6/43 in company with DE 260 on base course 208° P6C 203° P5tgC at 75 RPM ZZ on plan #9 of Pac-10 Tactical orders. Clear partly cloudy moderate NE, sea & swell vessel rolling gently

Paul O. Howander Lt. USNR

4-8 As before continued on base course 208° P.B.C. 201° P5T.C at 75 RPM ZZ on plan #9 of Pac 10 tactical orders. Set condition II at 0500 resumed at 0600. Weather partly cloudy to clear sea moderate NE, with slight swell vessel rolling gently. Wind NE force 1. Increased speed to 78 R.P.M. at 0736

At Home Lt. U.S.N.R.

POSITION 0800 :- LAT. 7° 46' N., Long. 166° - 45' W.

8-12 as before on base course 208° gyro, 201 P.W.H. ZZ in accordance with plan 9 Pac. 10, 78 R.P.M. Weather light bely wind slight sea, sky overcast with occasional showers

At Home Lt. U.S.N.R.

POSITION 1200 :- LAT. 6° 52' N., Long. 167° 14' W.

12-16 As before on course 208° P6C 201° P5tgC at 78 RPM ZZ on plan #9 Pac 10 Tactical orders 1200 Changed course to 214° P6C 208° P5tgC Overcast with heavy rain squalls moderate Easterly sea & swell. Vessel rolling gently

Paul O. Howander Lt. USNR

16-20 as before course 214° P6C. 208° P5tgC Pac 10 plan #9 ZZ. Speed 78 R.P.M. Set condition II at 1750 resumed at 1845. Weather squally with broken to overcast clouds. Occasional light rain. Wind E force 1 sea moderate with occasional east swell. Ship rolling lightly

At Home Lt. U.S.N.R.

POSITION 2000 :- LAT. 5° 15' N., Long. 168° - 21' W.

20-24 as before on base course 214° gyro, 78 RPM, ZZ in accordance with plan 9 Pac 10, weather light to moderate bely wind, slight sea, clear sky

At Home Lt. U.S.N.R.

Zone - +11

USS Hercules
War Diary

At Sea

November 11, 1943

0-4 Underway in accordance with Op. order 116-43 of CTF 16-10/6/43 in company with P.E. 260 on base course 214° PGC 206° PSTGC at 78 RPM ZZ on plan #9 Pac-10 Tactical order Cloudy with small S.E. sea & swell

Paul O. Bonander Lt USNR

4-8 Continued on base course 214° PGC, 207° P.S.E. at 78 R.P.M., using ZZ plan #9 pac.10, changed base course at 0710 to 216° PGC 209° P.S.E. Set condition II watch at 0505 secured at 0600. Weather partly cloudy to clear. Wind S.E. force 1 sea moderate with occasional easterly swell.

R. C. Horne Lt. USNR

POSITION 0800 :- LAT. 2°-56' N., LONG. 169°-10' W.

8-12 as before on base course 216° Gyro, 78 R.P.M. ZZ in accordance with plan #9 Pac.10, light S.W. wind, slight sea, clear sky

P. Bryant Lt (JG) USNR

POSITION 1200 :- LAT. 2°-13' N., LONG. 170°-22' W.

12-16 As before on course 216° PGC 207° PSTGC at 78 RPM ZZ in accordance with plan #9 Pac 10 Tactial orders 1226 Adjusted base course to 215° PGC 206° PSTGC Reduced RPM to 76 Clear & partly cloudy small S.E. sea & swell

Paul O. Bonander Lt. USNR

16-20 As before on base course 215° PGC 206° PSTGC speed 76 RPM, using ZZ plan #9 pac 10, at 1710 changed to "iron miki" because of failure of telemotor to work properly. Engineers notified. Shifted back to telemotor wheel at 1730. Set sunset condition II watch at 1810 secured at 1905. Changed base course to 213° PGC 204° PSTGC at 1925. Weather partly cloudy to clear. Wind S.E. force 2, sea moderate with slight easterly swell. Ship rolling gently.

R. C. Horne Lt. USNR

20-24 as before on base course 213° Gyro, 78 R.P.M., ZZ in accordance with plan #9 Pac.10, 1950 turned on De Gaussing for testing, 2050 secured De Gaussing, 2300 retarded clocks one hour, weather, moderate S.E. wind, slight sea, clear sky

P. Bryant Lt (JG) USNR

POSITION 2000 :- LAT. 0°-44' N., LONG. 171°-25' W.

Zone +12

U.S. Hercules
War Diary

November 12, 1943

At Sea

04 Underway in accordance with Op. 116-43 of CTF 16-10/6/43 in company with D.E. 260 on base course 213° PGC 204° PSTgC at 76 RPM 22 in accordance with plan #9 Pac 10 Tactical orders Partly cloudy & clear small S.E. sea & swell

Paul O'Connor LT USNR

4-8 continued on base course 213° PGC. 205° PSTgC. at 76 RPM. using 22 plan #9 Pac. 10 Tactical orders. At 0540 reduced speed to 73 RPM. Set condition II at 0425 resumed at 0525 and set searchlight ahead on life. 0555 sent message to "Catarina" that advance speed was 13.2. Weather squally. Occasional broken clouds to scattered. Wind SE force 2 sea moderate with occasional swell from east.

POSITION 0800 :- LAT. 1° 38' S., LONG. 173° 21' W.

R. Osborne Lt. U.S.N.R.

8-12 as before on base course 213° gyro 73 R.P.M. ZZ in accordance with plan 9, Pac 10, 1116 unidentified air craft sighted, sounded General Quarters, 1119 all stations manned, 1124 secured General Quarters, Air craft identified as U.S. Army B-24 bomber, light bely wind, slight sea, clear sky

Phoyant Lt (jg) USNR

POSITION 1200 :- LAT. 2° 19' S., LONG. 173° 54' W.

12-16 as before on course 213° PGC 205° PSTgC at 73 RPM 22 in accordance with plan #9 Pac 10 Tactical orders 1200 changed course to 207° PGC & 199° PSTgC Clear sky small S.E. sea & swell

Paul O'Connor LT USNR

16-20 continued on base course 207° PGC, 199° PSTgC, using 22 plan #9 Pac 10 Tactical orders. Speed 73 RPM. At 1625 changed base course to 209° PGC. 199° PSTgC. 1730 set condition II watch resumed at 1825. At 1845 changed base course to 211° PGC 199° PSTgC. & increased speed to 75 RPM. Weather partly cloudy to clear with SE force 2 sea moderate with occasional swell from east.

(Smart) 1330 because of possibility of hostile planes in this area two "sky lookouts" were stationed on each wing and bridge to be manned sunrise to sunset.

R. Osborne Lt. U.S.N.R.

POSITION 2000 :- LAT. 3° 44' S., LONG. 174° 39' W.

20-24, as before on base course 211° gyro, 75 RPM. ZZ in accordance with plan 9 Pac 10, weather, light bely wind, slight sea, clear sky.

Phoyant Lt (jg) USNR 30

Zone + 12

U.S.S. Hercules
War Diary

November 13, 1943

At Sea

0-4 Underway in accordance with Op 116-43 of CTF 16 10/6/43 in company with A.E. 260 on base course 211° PGC 202° PSTgc at 75 RPM ZZ in accordance with plan #9 Pac 10 Tactical order
0125 Target contact with Radar bearing 245° true dist. 17 miles 0130 Target identified as 9 vessels on approx. 053° true course speed 24 knots
0215 Change course to 234° PGC 224° PSTgc - Clear sky small S.E. sea & swell

Paul Bonander Lt USNR

4-8 Underway as before on base course 234° PGC 224° PSTgc on ZZ plan #9 pac 10 speed 75 RPM. Set condition II watch at 0420 secured at 0520. Weather partly cloudy to clear wind slight W. sea calm with occasional slight swell from east. Changed base course to 232° PGC 223° PSTgc at 0735

RC Horne Lt. U.S.N.R.

POSITION 0800 :- LAT. $5^{\circ} 47' S.$, LONG. $176^{\circ} 36' W.$

8-12 as before on base course 232° gyro, 75 RPM. ZZ in accordance with plan 9, Pac 10, 1003 commenced target practice on all guns. 1024 secured target practice, 1115 three P.B.Y.'s sighted, sounded General Quarters, 1118 all stations manned, Planes identified, secured General Quarters, 1150 Gc to 235° gyro. 223.5 P.W.H., 219 P.R.C., light S bly wind smooth sea, clear sky

PL Bryant Lt USNR

12-16 As before on course 235° PGC 222° PSTgc at 75 RPM ZZ in accordance with plan #9 Pac 10 tactical order 1359 Radar contact bearing 265° true dist 7 miles - identified as friendly aircraft. Cloudy to clear sky with passing squalls slight Wly sea

Paul Bonander Lt USNR

POSITION 1200 :- LAT. $6^{\circ} 16' S.$, LONG. $177^{\circ} 19' W.$

16-20 As before on course 235° PGC 222° PSTgc at 75 RPM. Using ZZ plan #9 Pac 10 at 1654 changed speed to 73 RPM. at 1750 set condition II at 1855 secured condition II. Radar reported 2 surface targets bearing 245° dist. 14 miles, and one aircraft target bearing 105° T dist. 8 mi. at 1817. Both targets disappeared without having been seen. 1909 Gc to 233° PGC. 221 P.W.H. reduced speed to 67 RPM. Weather partly cloudy, sea calm with slight easterly swells

POSITION 2000 :- LAT. $7^{\circ} 18' S.$, LONG. $178^{\circ} 56' W.$

RC Horne Lt. U.S.N.R.

20-24 as before on base course 233° gyro, 67 RPM, ZZ in accordance with plan 9 Pac 10, weather, light wly wind, slight sea, sky partly overcast

PL Bryant Lt USNR

Zone + 12

U.S.S. Hercules
War Diary

November, 14, 1943

At Sea

0-4 Under way in accordance with OP 116-43 of CTF 10/6/43 in company with P.E. 260 on base course 233° P.G.C. 221° P.S.T.C. at 67 RPM Z Z in accordance with plan #9 Pac 10 Tactical orders Cloudy with small S.E. sea & swell

Paulo Bonander Lt USNR

4-8 As before on base course 233° P.G.C. 221° P.S.T.C. at 67 R.P.M. using Z Z plan #9 Pac 10 Tactical orders Condition two until 0435 secured at 0535. Small craft believed to be mine-sweep passed in port side about 1/2 mile distant. at 0545 radar picked up land bearing 295° T distance 12 miles. At 0611 changed course to 005° T P.G.C. and speed to 35 R.P.M. and secured lookouts & gun crews due to increased weather. at 0732 changed course to 277° P.G.C. and speed to 51 R.P.M. Weather overcast, rain wind NW force 6 sea moderate.

POSITION 0800 :: LAT. 8°-32' S., LONG. 179°-18' E.

A.C. Howe Lt USNR

8-12 As before. 0751 Sighted land dead ahead, bearing and distance corresponding with series of radar observations during morning watch. 0831 "Arrival" off Funafuti Atoll, Ellice Islands. Received signal from shore tower to take pilot off Te Ava Fuagea on western side of atoll. Proceeded at various courses and speeds, Captain at conn, Exec and Navigator on bridge, rounding Funafuti Atoll to southward. Signalled escort to proceed at discretion. Sighted U.S.S. Awaga (AK 98) two miles ahead, making for entrance channel. 0832 Energized de-gaussing coils. 1013 Ticked up pilot, Lt. Adams, USNR. 1019 Entered buoyed channel, pilot at conn. 1107 Captain took conn at pilot's request, to anchor vessel. 1038 Secured de-gaussing coils. 1157 Let go port anchor, 60 fms. outside, in berth C-2, Funafuti Lagoon, northern signal tower bearing 113° p.g.c., southern bearing 190° p.g.c. 19.5 fathoms to water's edge.

B. G. M. Tucker, Lt. Comdr. USNR

14 November, 1943 (Continued)

12-16 As before. 1215 Various officers representing Comservon
H, CB Special # 14, U.S. Army, and Port Director aboard
to confer with Captain and Executive. Set gangway
watch, starboard side, and commenced Port Routine.

Rigged out booms and prepared to discharge cargo.
Cargo operations in charge Special Stevedore CB # 14,
with various Army & Navy officers and men as checkers.

1500 Two barges alongside to take cargo and mail

1520 Secured main engines.

B. F. M. Luckin, Lt.-Col., USMA.

16-20 As before. 1650 Motor-whaleboat hoisted out and
called away with mail orderly and three Navy passengers.
1925 Rec'd. Condition "Blue" Air-raid alert by TBS
from "Warcagle" and went to General Quarters. 1943
Rec'd. Condition "White", all clear signal.

20-24 U.S.S. L.S.T. # 24 alongside port side forward to
load Army vehicles & general cargo. Explosives
lighter alongside port side aft to load dynamite.
2 LCTs alongside to starboard. 2200 Secured gyro
compass. 2315 Rec'd Condition "Blue" alert by TBS
and manned all 20 mm. guns. 2335 Condition
"White", all clear.

B. F. M. Luckin

All clocks set ahead one hour on arrival to conform
with +11 time used by ships present.

Zone - 12

U. S. S. Hercules

Ship on + 11 by order
Comtaskfor 57

War Diary

At anchor

15 November, 1943

Funafuti Atoll

0-12 At anchor in berth C12 off Fongafale village. Ships present (in immediate vicinity) U. S. S. Curtiss, ~~Sevior~~ Sevior, Awiga, Sumner, Arapaho and S. S. Pres. Tyler. Ship's draft for'd. 16' 03", aft 25'. 0910 Explosives lighter cast off and departed under tow. 1100 Brig. Gen. ^{W.A.} Reed, Col. Goss and Col. Tibbitts aboard to inspect cargo operations.

12-24 As before. ¹²⁵⁵ Gen. Reed & party left ship. Weather clear - wind NE, force 2, sea calm. 1515 LCT #133 cast off and departed. 1730 LCT 133 returned alongside. 1800 2 officers and 95 Seabees aboard from S. S. Pres. Tyler, for night cargo detail.

B. F. M. G. Leckie, Lt. Col. USNR

16 November, 1943

0-12 Conditions as above. Ship's draft for'd. 15' 03", aft 24'. 0045 LCT barge alongside port quarter. 0700 Barge cast off and departed. 1200 LCT barge #127 alongside port quarter.

12-24 As before. No remarks.

B. F. M. G. Leckie, Lt. Col. USNR

Zone -12

U.S.S. Hercules
War Diary

At Anchor

Ships present usmg + 11

17 November, 1943

Funafuti Atoll

0-12 At anchor in Funafuti lagoon off Fongafale village, discharging cargo for U.S.A.A.F into LST #24 and various LCTs. Ship's draft fwd. 14'04", aft 24'06". 0357 "Blue" alert on TBS. Assumed condition 2. 0420 "Red" alert on TBS. Sounded general quarters and went to battle stations. 0607 "White" all clear signal rec'd. on TBS. Secured from general quarters. Refer to Action Report under separate cover. 0700 LCT. 0828-0914 Jacked over main engines. 1130 LCT barge cast off and departed.

12-24. As before. 1410 "Blue" alert. U.S.S. Curtiss hoisted Emerg O.K. 1437 "White" alert rec'd. over TBS. 1538 U.S.S. Kingfisher alongside starboard side to fuel. 1600 commenced fueling Kingfisher. 1920 Kingfisher cast off and departed, having received 32,000 gals. fuel oil and sundry painting materials.
A. F. M. Guekin, Lt. Cdr. USNR.

18 November, 1943

0-12 Conditions as above. Ship's draft fwd. 13'03", aft 24'.
1029-1036 Turning over main engines.

12-24 1300 U.S.S. LST 24 cast off and stood out. 2115 2 officers and 4 man working party from #MS 287 aboard for provisions.

A. F. M. Guekin, Lt. Cdr. USNR.

Note: Action Report above referred to not forwarded by Commanding Officer, as ship did not participate in A/A fire, in obedience to specific instructions in Comavcenpac serial 0108 of 10 Nov., 1943 TP 5.

Zone -12

U.S.S. Hercules

Ships present on +11 time. Ovar Diary

At anchor
Funafuti Atoll.

19 November, 1943

0-12 At anchor in Funafuti lagoon, discharging cargo into LCT barges. Ship's draft for'd. 12'08", aft 23'08". 0125 U.S.S. LST #172 alongside to port, to take remaining Army cargo. 0615 LST #172 cast off and stood out, before completing cargo operation. 0850 LCT 127 cast off and departed. 1110 Routine test of steering engine.

12-24 1325 LCT #133 alongside #3 hatch starboard side. 1705 LCT #161 alongside #5 hatch port side. 2130 LCT #133 departed with load.

B.F. M. Luckin, Lt.-Cdr., USNR

20 November, 1943.

0-12 Conditions as above. Ship's draft for'd 12', aft 23'06". 0845-0915 jacking over main engines. 0930 LCT #161 departed with load. 1000 Captain's Inspection.

12-24 1225 12-man working party and storekeepers to U.S.S. Castor for supplies. 1645 U.S.S. Relief stood in and anchored.

B.F. M. Luckin, Lt.-Cdr., USNR

21 November, 1943

0-12. Conditions as above. Ship's draft unchanged. 0905 LCT #133 alongside #3 hatch. 1045-1100 jacked over main engines. 1120 LCT #133 shoved off loaded.

12-24 As before. 1630 Comservon H shifted flag to Cascade.

B.F. M. Luckin, Lt.-Cdr., USNR

Insert - 21 Nov., 1943 1015 U.S.S. Cascade (AD16), Vestal (AR4), Regulus (AK14), Lang (DD399) & Tressie (DM18) stood in and anchored.

Zone # 12
Ship's present using #11.

U. S. S. Hercules
War Diary

At Anchor
Funafuti, Atoll.

22 November, 1943.

0-12. Discharging cargo for U.S. A. F. and U.S. Navy into LCTs. Ship's draft for'd. 12', aft 23'03". Weather partly overcast, wind SE force 2. 0950 LCT #129 along side #3 hatch, starboard side. 0940 - 1000 jacked over main engines. 1000 Held loading drill for gun crews 11 & 12.

12-24. As before. During afternoon watch, following vessels stood in and anchored - U.S.S. LST #24, YMS 281, 315, PC 587, 1170. U.S.S. Relief and S.S. Pres. Tyler underway and stood out.

R. F. Mc Luckin, Lt. Com., U.S.N.R.

23 November, 1943

0-12 Conditions as above. Weather partly cloudy and very warm. Wind - calm, becoming light easterly. Ship's draft for'd. 12', aft 22'09". 1130 Following stood in and anchored - U.S.S. Independence (CVL 22) in tow of U.S.S. Clam (ARS 33). Also U.S.S. Emery (DE 28), Riggold (DD 500), Manley (APD 1), LST # 172.

12-24 As before. No remarks.

R. F. Mc Luckin, Lt. Com., U.S.N.R.

Zone - 12

U.S.S. Hercules

Ships present on +11 time.

War Diary

At anchor

24 November, 1943

Funafuti lagoon.

0-12 At anchor off Fongafale village, discharging cargo. Ship's draft for'd. 12', aft 22'04". Weather clear with scattered clouds, wind easterly, force 3. 0430. LCT #161 alongside forward, stbd side. 0535 C.B. crew dropped port after boom at #3 hatch onto life-raft secured on metal skid just forward of deck house. No damage to boom or raft. One man sustained leg lacerations. Full report in Decks Log. 0845 Started gyro master compass.

Following vessels stood in and came to anchor - U.S.S. Bridge, YMS 288, 272, LST 267, S.S. Fort Sumter.

12.24 1420 LCT #129 alongside #3. 1610-1615 LCT 129, 161 cast off and departed with loads. LST 24 completed loading. Discharge of Army cargo from Hercules completed. Remaining - bombs, bomb clusters, tail fins and medical stores for Navy. 2035 hoisted motor whale boat to YMS 290 for "emergency" trip to U.S.S. Cascade.

B. F. M. Luckin, Lt.-Cdr., USNR.

25 November, 1943

0-12. Conditions as above. Weather partly cloudy - occasional rain-squall; wind easterly, force 4. Ship's draft for'd. 11'09", aft 22'05". 0630 LST #24 cast off and departed. 0700 Scout boat and 15 man working party to U.S.S. Bridge for provisions. 0725 LCT 161 alongside forward, stbd. side. 0850 U.S. Tug Ontario, (AT 13) laid explosives barge #^{YF}246 alongside forward on port side, striking ship with considerable force and denting frame #33. Examination made by Hull Board revealed no major damage. 0753 LCT 161 cast off. 0850 to 0905 Routine test of steering engine.

12.24 As before. Several barge-loads of fresh provisions taken aboard from U.S.S. Bridge during afternoon watch. 1855 Master gyro compass secured. During first watch loaded empty 5".38 cartridge cases from U.S.S. Ringgold for Pearl. Bill of lading to follow.

B. F. M. Luckin, Lt.-Cdr., USNR. 38

Zone - 12

Ships present on + 11 time.

U. S. S. Hercules
War Diary

At Anchor
Funafuti lagoon.

26 November, 1943

0-12 At anchor off Fongafale village. All cargo discharged except approx. 300 tons bombs and tail assemblies and medical stores (all Navy consigned). Ship acting as hotel for six officers and 109 men of 14th Spl. Stevedore Batt. Ship's draft fwd. 11'09" aft 22'05". Routine tests of main and steering engines. Continued loading provisions from U.S.S. Bridge.

12-24 As before. Loading small stores from U.S.S. Castor. 1445 S.S. Jao. Mr. Neil Whistler stood in and anchored. 1455 Navy tug Kingfisher alongside and departed with explosives lighter. 2335 Rec'd "Blue" alert on TBS. Assumed condition 2. 2343 "White" all clear on TBS. Condition 2 secured.

B. F. M. Guckin, Lt. Cdr., U.S.N.R.

27 November, 1943.

0-12 Conditions as above. 1000 Captain's Inspection. No remarks. U.S.S. Ringgold underway and stood out.

12-24 As before. No remarks. B. F. M. Guckin, Lt. Cdr., U.S.N.R.

Zone - 12

U.S.S. Hercules

Ship's present on + 11 time War Diary

At anchor
Funafuti lagoon

28 November, 1943

0-12 At anchor off Fongafale village awaiting orders.

0900 letter from Commanding Officer dispatched by Officer Messenger to Comserwron 4 in Cascade, requesting availability on completion of current mission to accomplish urgent work as follows - (1) Tail shaft to be drawn. Has not been done since vessel was built in 1939. (2) Ship's bottom to be cleaned and painted. Last drydocking 23 Nov. 1942. Bottom very foul. (3) Bake oven to be installed. Have been feeding 325 personnel on current voyage with inadequate baking facilities. (4) Solo-shell evaporator to be installed. Already approved by Buships. 1200 U.S.S. Caperton (DD 650) stood in.

12-24 hr before, 1300 U.S.S. Relief stood in and anchored.
1345 U.S.S. Terror stood out.

B. J. M. Tucker
Lt. Cdr., USNRA.

29 November.

0955 Routine test main engines. 1230 U.S.S. Sangay (AE 10) stood in and anchored. No further remarks.

B. J. M. Tucker Lt. Cdr. USNRA.

Insert (1400 - Explosives lighter # 240 alongside to load bombs.)

30 November. Conditions as above. Weather - Thunder-storms with heavy rain-squalls, breaking the severe 3-day hot spell. Wind mostly west, force 3 to 5 in squalls. Ship's draft fore'd. 11' 09", aft 22' 55". 0933 Lt. Davis aboard from Cascade to discuss urgent repairs & installations. Requested a memo to Chief of Staff, Serwron 4, itemizing and detailing proposed work.

1300 U.S.S. Bellatrix (AKA 3) stood in and anchored.

1900 Explosives barge alongside # 2, down by the stern and appeared to me making water rapidly. Condition reported by visual to Comserwron 4, who sent U.S.S. Ontario (AT 13) to pump out. Stopped unloading into barge meanwhile.

2135 AT 13 alongside barge and using positive displacement type and handy-billy pumps. 2325 Resumed loading bombs into barge.

B. J. M. Tucker, Lt. Cdr., USNRA-40

U. S. S. HERCULES

30 November 1943

At Anchor
Funafuti

WAR DIARY

MEMORANDUM BY EXECUTIVE OFFICER

This date marks one year since Hercules was commissioned. Of that year 108 days were spent at sea, 70 days in San Francisco Bay area, and 187 days in other Pacific ports. Comparatively little time was wasted in or around San Francisco. The vessel was usually loaded and sent to sea promptly, often with insufficient time for badly-needed repairs and alterations.

The reverse is true of the average conditions in other ports of the Central and South Pacific, where the inadequate docking and lighterage facilities and the natural absence of large-scale repair and equipment units made it necessary for the ship to lie idle for many days on end. The climax was the 66 days spent in Noumea on the vessel's second voyage. Only three and one-half round trips have been completed, representing approximately 38,500 miles steamed during the year.

The above figures show a very serious loss of efficiency when multiplied by the total number of cargo carriers in the Pacific. The alleged world-wide need for shipping suggests the necessity of improvement in turn-around at all ports. In each harbor or at each Advanced Base, one officer with the rank of Commander or Lieutenant-Commander, depending on the size and importance of the locality, should do nothing else but clear shipping, and if possible be responsible only to the S.O.P. He should discover and eliminate every obstacle to rapid cargo discharge. In the case of a harbor where such obstacles proved insuperable, he should recommend the immediate diversion of shipping to other localities, from the home port. Even such a rank amateur as Eve Curie in her "Journey Among Warriors" has this to say of American planning - "Nobody at the other end - in America - seemed to bother to inquire, before sending a ship on the perilous ocean routes, what was going to happen when the ship got to its destination and whether she would actually find any free space to dock". And she might have added - "or anyone who needed the cargo". Hercules lay at anchor for 31 days in Noumea in the spring of 1943 looking for someone who wanted gasoline, and finally discharged it in Auckland, New Zealand.

It is believed that considerable improvement in Merchant Ship turn-around resulted from a procedure similar to the above inaugurated by the War Shipping Administration, early in the year.

U. S. S. HERCULES

30 November 1943

At Anchor
Funafuti

WAR DIARY

MEMORANDUM BY EXECUTIVE OFFICER

The Navy freighters, however, still seem to be the "forgotten men" of the war effort, and are used as warehouses or hotels in various parts of the ocean. One shipping man or efficiency expert, of which there are many in the Naval Reserve today, working in each port, provided he were given the proper backing, would go a long way toward realizing the efficient use of the magnificent equipment provided by the American shipyards. If on the other hand there is such a glut of shipping that an 18-knot freighter such as Hercules can remain 257 out of 365 days in port and only cover 38,000 miles in a year, we should call a halt to shipbuilding and actively employ what ships we have.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR

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AK41/A12-1
Serial: 021

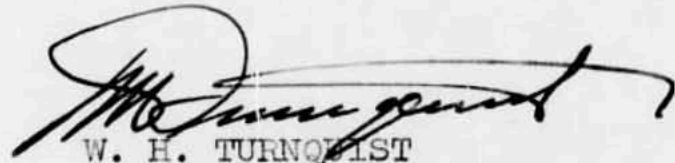
U.S.S. HERCULES (8641)

F48
48
03348

1 January 1944

From: Commanding Officer.
To : ~~The~~ Commander-in-Chief, United States Fleet.
Subject: War Diaries.
Reference: (a) Cominch rst ltr FF1/A12-1/A16-3,
serial 7152, 29 October 1943.
Enclosure: (A) War Diary.

1. In accordance with reference (a), enclosure (A) is forwarded herewith for the month of December 1943.


W. H. TURNQUIST

cc: Cincpac

63016

RECEIVED
12 FEB 1944
COMMUNICATIONS OFFICE

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

At anchor
Funafuti

1 December 1943

(1) U.S.S. Hercules (AK41) is at present assigned to ServForPac by verbal order from Chief-of-Staff, ServForPac, of 10/23/43. Next higher echelon as of 1 December 1943 is ComServRon 4, in accordance with Operation Order 116-43 of CTF 16, dated 11/6/43.


(2) Hercules is anchored in Funafuti Lagoon, Ellice Islands, in Berth C-12 and is discharging bombs from #2 hold into explosives lighter #240, alongside to port. Navy tug ONTARIO is alongside the lighter, repairing a leak in its hull and pumping water from its after compartment. At 0020 loading from #2 hold was completed.

(3) At 1030 lighter #240 was shifted to #7 hold to load tail assemblies. From 1030 to 1130, held loading drill and gun-captain instruction for 3"50 crews.

(4) At the request of ComServRon 4, an itemized list of urgent and desirable repairs and alterations for all departments was delivered to the Chief-of-Staff by Officer Messenger.

Ship movements this date --

0800 - U.S.S. REGULUS (AK14) underway and stood out.
1600 - U.S.S. MEGREZ (AK126) stood in and anchored.


B. F. MCGUCKIN
LtCdr., D-V(G), USNR

2 - 3 December 1943

Funafuti Lagoon

Conditions as before. After loading all tail assemblies from #7 hold, Barge #240 was shifted abreast Hercules midships section and during daylight diving operations continued, repairing underwater damage to stern plating of barge. On December 3 at 1825 repairs completed and the barge was towed away.

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U.S.S. HERCULES
WAR DIARY

Zone - 12

Funafuti Lagoon

Ships present using #11

2 - 3 December 1943 (Cont.)

Ship movements December 3.

U.S.S. LACKAWANNA (AO40), SARANAC (AO74), and SAUGATUCK (AO75) stood in and anchored in the lagoon.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR

4 - 5 December 1943

Fresh westerly winds, accompanied by heavy rain squalls and falling barometer. ComServRon 4 sent a pontoon lighter and PAB barge alongside. Sundry ground tackle and one large mooring transferred from lighter to PAB with Hercules #6 heavy lift boom. Same boom used on 5 December to hoist out motor whaleboat from another lighter. At 2400, 5 December the PAB and a second pontoon lighter loaded with light ground tackle are still alongside #6, starboard side. PAB striking Hercules counter with considerable force all night, due to heavy chop from westward. Motor whaleboat above-mentioned tied up astern due to its crew's inability to start motor. Received from Commanding Officer, Special Stevedore Battalion #14 list of cargo stowed in #1 hold, consigned to Pearl Harbor.

Captain's Inspection held on 4 December. Routine tests of main and steering engines.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR

FORM 50 13 33

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using +11

At anchor
Funafuti Lagoon

6 - 7 December 1943

During the early morning hours of December 6, a strong westerly breeze and choppy sea caused various pieces of equipment in the lagoon to part their moorings and drift ashore. Two whaleboats astern of Hercules went on the beach due to a cleat carrying away on one of them. They were recovered during the day and hoisted on deck for repairs. The Hercules whaleboat suffered negligible damage. The other was badly stove in, has been temporarily patched and will be delivered to CASCADE for repairs.


The PAB barge alongside continued to load ground tackle from the pontoon barge outboard. While attempting to lift a buoy partly full of water, the crane boom on the PAB was bent in several places beyond repair. The BMLc in charge stated that he lowered the boom too far in the attempt to lift the buoy. The accident was reported to the CASCADE. On December 7, a tug was sent to shift the pontoon to Hercules port quarter and the remaining equipment was loaded and secured for sea on board the PAB. Operation completed at 1930 and PAB departed in tow of U.S.S. KINGFISHER, which anchored west of Hercules, distant approximately 600 yards.

At 0900, December 7, mustered all hands and Seabees and searched ship for stowaway, by order ComServRon 4 despatch 060455. Result negative.

Ship movements December 7.

0730 - S.S. James McNeill Whistler underway and stood out.
0800 - U.S.S. BELLATRIX underway and stood out.
0830 - U.S.S. SEPULGA underway and stood out.

During forenoon U.S.S. DEWEY (DD 349) and MONAGHAN (DD 354) stood in and anchored.
1300 - U.S.S. CALAMARES (AF18) stood in and went alongside
U.S.S. VESTAL.


B.F. MCGUCKIN
LtCdr., D-V(G), USNR

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U.S.S. HERCULES
WAR DIARY

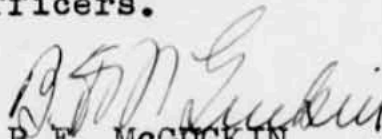
Zone - 12
Ships present using #11

At anchor
Funafuti Lagoon

8 December 1943

At 0900 shifted berth to the center of anchorage C-12, vessel having dragged anchor approximately 250 yards to the eastward during the blow on December 6. At 1127 the damaged motor whaleboat was towed to the CASCADE for permanent repairs.

At 1300 the Navigator demonstrated the operation of the sounding machine for all deck officers.


B.F. MCGUCKIN
LtCdr., D-V(G), USNR

Ship movements December 8.

0830 - Navy tug U.S.S. KINGFISHER underway and stood out with ammunition lighter and PAB barge in tow.

9 December 1943

0825 - Pontoon barge alongside Hercules' port quarter was towed away. 0940 - Received signal from ComServRon 4 to go alongside S.S. GEORGE JULIAN to receive 800 tons cargo provisions. Made all preparations for getting underway. 1155 - Received ComServRon 4 signal to go alongside "bow to stern".

1205 - Commanding Officer to CASCADE to advise against bow to stern maneuver, due to fresh westerly wind and "light" condition of Hercules. 1227 - Commanding Officer returned, having received permission to go alongside JULIAN bow to bow. 1304 - Underway, in obedience to ComServRon 4 visual 092012. 1354 - While coming alongside S.S. GEORGE JULIAN, port side to, Hercules bow fell off sharply to leeward with way still on ship, and stem struck JULIAN'S bridge with considerable force. Preliminary estimate of damage by Executive Officer, in collaboration with Captain and Chief Mate of JULIAN is as follows:

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

At anchor
Funafuti Lagoon

9 December 1943 (Cont.)

- (1) Cargo boom gashed and cradle bent.
- (2) Two sets lifeboat davits bent inboard.
- (3) Flying bridge, starboard wing, rail broken and twisted.
Flying bridgedeck bent downward.

Gyro repeater twisted off base. Damage to instrument not known at this time.

Flying bridgedeck coaming gashed and twisted.

- (4) Navigating bridge, starboard wing, partly torn from deckhouse. All stanchions, rails, coaming and gratings twisted or broken. Running light and searchlight bent. Captain of JULIAN states that the searchlight is intact but the running light inoperative.

Ladder and rail to boat deck twisted. Boat deck outboard rail twisted.

JULIAN'S Chief Officer reports blinker light inoperative.

1356 - Made fast alongside S.S. GEORGE JULIAN, port side to. Kept main engines on stand-by. Wind northwesterly and increasing. Sea choppy, weather overcast with intermittent severe rain-squalls. Wind up to force 7 in squalls, with visibility zero. Collision with JULIAN reported by visual to ComServRon 4.

1540 - Captain and Executive Officer to CASCADE to report to ComServRon 4. 1545 - Bearings from ship--- North tower 056°T, Conspicuous tree 078°T, South tower 145°T. 1645 - Captain and Executive Officer returned aboard. Wire hawser to JULIAN parted forward. Vessels found to be dragging rapidly and bearing down on DE astern. Captain got way on ship and collision with DE averted. 1658 - Let go starboard anchor to 30 fathoms in 20 fathoms of water. 1720 - North tower bearing 059°, South tower 156°. 1744 - Began heaving up starboard anchor, which had fouled JULIAN'S cable. Anchor cleared itself and all lines to JULIAN were let go. 1813 - Underway and returned to Berth C-12, due to danger of both vessels dragging on beach during night. Continuing strong NW winds and choppy sea. Squalls abating. 1832 - Let go port anchor to 90 fathoms in Berth C-12, in 17 fathoms of water. Main engines on stand-by. Bearings South tower 196°T, North tower 118°T. Bearings checked by moonlight during night, and drift lead put over. One motor whaleboat hoisted in with broken rudder. ~~Work boat hoisted in 1845~~ Secured main engines.

B. F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR.

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U.S.S. HERCULES
WAR DIARY

Zone - 12

At anchor

Ships present using #11

Funafuti Lagoon

9 December 1943 (Cont.)

Ship movements December 9.

During afternoon watch, following stood in and anchored:-
U.S.S. CHESTER, PENSACOLA, SALT LAKE CITY, McKEE, HARRISON, JOHN
RODGERS, WINTLE, SCHUYLKILL, and SUAMICO.

10 December 1943

Weather overcast, with hazy appearance customary in tropical disturbances, frequent rain-squalls, fresh WNW breeze and choppy sea. Lowest barometer during night 29.68 at 0400. At 0800 Captain left ship to consult ComServRon 4, and it was determined to unload S.S. GEORGE JULIAN by barge when weather moderates. During morning watch motor whaleboat #2 and work boat were hoisted in. At 1500 the wind had increased to force 7, with severe gusts and squalls. Executive Officer checked bearings and reported to Captain that ship appeared to have dragged outside her anchorage area. Checked anchor cable, and found it taut, with ship yawing sharply and a heavy strain on cable. At approximately 1505 Engineer Officer was directed to warm up engines and prepare to get underway. At approximately 1510 Captain stated vessel was dragging and ordered Engineer Officer to get steam up at earliest possible moment. Vessel now drifted rapidly toward the beach, bearing down on a PC boat and an LCT, which avoided collision by promptly getting underway. At 1525 let go starboard anchor to 30 fathoms without apparent effect. At 1536 Engineer got sufficient vacuum to move ahead at 18 RPM, and the ship had enough headway to hold her own when within 150 yards of the beach in 15 fathoms of water. Vacuum was gradually built up and the vessel brought back to Berth C-12, dragging the port anchor and 90 fathoms of chain; the starboard anchor having been recovered when the ship got steerage-way. Port anchor was veered to 105 fathoms at the water's edge and main engines kept moving ahead at approximately 8 RPM during the night. Wind remained force 7 during most of the night with blinding rain-squalls of great intensity and violent gusts. Motor whaleboat #1 had been towing alongside, with no time to recover it after vessel dragged, and swamped. After anchoring, the boat was hoisted partly clear of the water but the line parted and she sank.

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U.S.S. HERCULES
WAR DIARY

Zone - 12

At anchor

Ships present using #11

Funafuti Lagoon

10 December 1943 (Cont.)

The current blow is evidently related to a disturbance off the Fijis, moving slowly southeastward. The wind in the Ellice Island area is described as a moderate gale in official weather despatches.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR

Ship movements December 10.
USS JACOB JONES (DE-130), USS ANACAPA (AG-44) stood in and anchored.

11 December 1943

At anchor in Berth C-12, North tower bearing 101°T, South tower 190°T. Riding to the port anchor with 105 fathoms of chain to the water's edge in 18 fathoms of water. Anchor watch set during night and O.D.D. standing watch on the bridge. Regular sea watches maintained in the engine-room. Bearings checked whenever visibility permitted. Weather:- violent and continuous rain-squalls, moderate gale and rough seas. Engines kept at dead slow ahead during the night.

At 0800 counted 24 small craft along the beach, including two crane barges, one drydock, two pontoon barges and various motor whaleboats and launches; also one PBV. Anchor watch was secured at 0915 but renewed at 1600, due to continued severe rain-squalls and high winds.

During first watch weather moderated, with fewer squalls and gradually clearing skies during the night.

Ship movements -
U.S.S. GRUMIUM (AK112) and LESUTH (AK125) stood in and anchored.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR.

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

At anchor
Funafuti Lagoon

12 December 1943

Weather moderating with slowly rising barometer. Sky mostly overcast with occasional heavy rain squalls. At 1805 received visual from ComServRon 4 to watch for floating mines drifting in from Te Buka passage. Set mine watch forward.

B.F. McGuckin
B.F. McGUCKIN
LtCdr., D-V(G), USNR

13 December 1943

Two messages to all ships received, this date from other vessels reporting mines sighted. Mine-watch maintained forward. At 1440 directed by ComServRon 4 visual to all ships to report location of all mines sighted and amplify report until mine-boat from Sangay stands by.

Following stood in and anchored:- U.S.S. BEALE, BLACK, BUSH, DALEY, and AMMEN. U.S.S. BRIDGE underway; stood out.

B.F. McGuckin
B.F. McGUCKIN
LtCdr., D-V(G), USNR

14 December 1943

Weather moderating, wind still NW with frequent squalls. Main engines on stand-by. At 1010 a mine was sighted adrift by U.S.S. LESUTH (AK125) and one at 1100 by U.S.S. SALT LAKE CITY (AC25). Navy pilot LtCdr. McMANUS, D-M, USNR came aboard to discuss going alongside S.S. GEORGE JULIAN to load 800 tons canned goods and 100,000 ft. of lumber.

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U.S.S. HERCULES
WAR DIARY

Zone - 12

Ships present using #11

At anchor

Funafuti Lagoon

14 December 1943 (Cont.)

1200 - Made all preparations for getting underway. 1402 - Underway to shift berth, in obedience to verbal orders from Com-ServRon 4. Pilot at Conn, Captain, Executive and Navigator on bridge. Two Navy tugs, U.S.S. ONTARIO, and H92 stood by to assist but were not used. 1442 - Let go starboard anchor to 30 fathoms. 1545 - Made fast alongside S.S. GEORGE JULIAN, berth B14, port side to, riding to starboard anchor in 16.5 fathoms with 45 fathoms of chain to the water's edge. Bearings as follows:- North tower 049° T, Conspicuous tree 079° T, South tower 165° T. Ship's draft forward 11', aft 22' 06". 14th Special Stevedore Battalion commenced loading into holds #1 and #3, working day and night. Main engines on stand-by.

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LtCdr., D-V(G), USNR

15 December 1943

Conditions as before. No remarks. Following vessels underway and stood out:-

1100 - U.S.S. ANACAPA

1500 - U.S.S. COTTEN, (DD669) and U.S.S. CALAMARES (AF18).

16 December 1943

Made fast alongside S.S. GEORGE JULIAN, port side to, discharging cargo provisions and lumber from JULIAN into Hercules #1 and #3 holds. 0910 - Heaved up and secured starboard anchor. Both vessels now riding to JULIAN'S anchor. 1300 - Navigator, Engineer and First Lieutenant demonstrated emergency steering equipment to all deck officers. 1355 - Secured main engines.

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone - 12

Ships present using +11

At anchor

Funafuti Lagoon

16 December 1943 (Cont.)

2150 - Blacked out ship and ceased loading cargo in obedience to visual from ComTaskGroup 57.7 in CURTISS. 1100 - U.S.S. COTTEN entered, U.S.S. BROWNSON departed. 1015 - U.S.S. BACHE departed.

B.F. McGuckin
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LtCdr., D-V(G), USNR

17 December 1943

Alongside S.S. GEORGE JULIAN, riding to her anchor and loading cargo provisions and lumber in holds #1, 2 and 3. Cargo operations suspended until daylight due to blackout ordered by CTG 57.7. During blackout several vessels threw searchlight beams over the surface of the lagoon. Cause of alert was not communicated to this vessel.

During afternoon watch, First Lieutenant and Supply Officer searched the beach north of Fongafale village for Hercules motor whaleboat #1, which had swamped and parted its bow painter during recent blow. Boat was not found, and will be surveyed.

B.F. McGuckin
B.F. McGUCKIN
LtCdr., D-V(G), USNR

Insert:- 1300 - First Lieutenant demonstrated operation of anchor windlass for deck officers.

18 December 1943

0430 - Sounded General Quarters and darkened ship throughout in response to visual Emergency Red Alert from ComServRon 4. Cargo operations suspended. 0515 "All Clear" received by voice on 2716 kcs. 0530 - Resumed cargo operations. 1000 - Captain's Inspection.

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LtCdr., D-V(G), USNR.

11

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

Funafuti Lagoon

19 December 1943

Conditions as before. 1300 - Captain to U.S.S. CASCADE in response to visual from ComServRon 4. Discussed possible employment of Hercules to take aboard various mooring buoys and chain for transportation to Tarawa. 1640 - LST 169 came alongside starboard side forward to take Navy Medical Stores from #3 hold. 1800 - YP237 alongside starboard quarter to leave whaleboat, by order ComServRon 4. Whaleboat lifted off YP's stern by Hercules #7 cargo boom. YP damaged her port bridge rail slightly while unmooring. During afternoon watch U.S.S. CASTOR got underway and stood out. 2145 - LST completed loading Medical Stores. 2215 - Commenced taking lumber from S.S. GEORGE JULIAN. 2215 - LCM barge alongside and departed with whaleboat left by YP237.

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LtCdr., D-V(G), USNR

20 December 1943

Moored alongside S.S. GEORGE JULIAN, port side to, loading lumber from JULIAN. U.S.S. LST 169 moored to Hercules starboard side, forward. 0800 - LST 169 cast off and departed. 1115 - Damaged motor whaleboat towed alongside for repairs to hull and engine by Hercules maintenance crew. Captain received letter from ServRon 4 Harbor Master stating whaleboat is for his "personal use". 1710 - Pontoon barge towed to ship and tied up on starboard bow, to unload anchor chain. During dog-watch, empty cartridge cases, powder tanks and oxygen cylinders from #1 were loaded aboard JULIAN for transportation to Pearl, by order ServRon 4, Supply Officer. 2000 - All loading operations completed. Ship's draft forward 17', aft 19'.

Ship movements December 20.

Following underway and stood out at 0700:- U.S.S. CHESTER, SALT LAKE CITY, PENSACOLA, HARRISON (DD573), JOHN RODGERS (DD574), McKEE (DD575), and MURRAY (DD576).

U.S.S. DIONNE (DE261) stood in and anchored.

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12

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

Funafuti Lagoon

21 December 1943

Moored alongside S.S. GEORGE JULIAN, port side to, with pontoon barge on starboard bow. 0600 - Made all preparations for getting underway. 0855 - All lines cast off; underway to shift berth. Captain at Conn, Executive and Navigator on bridge. 0905 - Making various courses and speeds in lagoon. Vessel slowed while tug picked up barge from alongside and departed. 0926 - Let go port anchor in Berth C-10, with 90 fathoms of chain in the water. Main engines on stand-by. Bearings:- North tower 97°T, Beacon "D" 43°, South tower 186°. 1445 - Captain ordered main engines secured. 1645 - Two LCVP's with crews reported for temporary duty in accordance ComServRon 4 visual to Signal Tower of 12/19/43.

Ship movements -

1030 - U.S.S. WALKER (DD517) stood in and anchored.
1500 - U.S.S. CHESTER, SALT LAKE CITY, PENSACOLA, JOHN RODGERS, MURRAY, HARRISON and MCKEE stood in and anchored.

B.F. McGuckin
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22 December 1943

At anchor in Berth C-10. 1030 - 200 ft. barge with living quarters for 80 Seabees aboard, towed alongside by Navy tug #44 and made fast on Hercules port side amidships. 1100 - One additional LCVP with crew reported for temporary duty. 1330 - Hoisted in motor whaleboat #2 for engine overhaul.

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LtCdr., D-V(G), USNR

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

At anchor
Funafuti Lagoon

23 December 1943

At anchor in berth C10, with barge alongside housing part of 14th Special Stevedore Battalion. At 1500 three Army ratings in charge of a Sergeant reported aboard for temporary duty in connection with Army provisions on board. No further remarks. During afternoon watch U.S.S. SPICA stood in and anchored.

24 December 1943

During morning watch, minor repairs to motor whaleboat completed and boat hoisted out. U.S.S. BLACK underway and stood out. No further remarks. ~~No remarks.~~
U.S.S. CYGNUS (AF23) and ALIOTH (AK109) stood in and anchored.

25 December 1943

0926 - Commander E.L. McMANUS, USNR aboard to discuss hoisting landing craft off U.S.S. ALIOTH'S deck. Advised by Captain that operation is not feasible, because HERCULES jumbo boom extends only 10' 06" over the side at most. Request has been made to Bureau of Ships to raise boom pedestal to allow boom to be lowered further without fouling winches.

During forenoon wind increased, with violent gusts and rain squalls. At approximately 1000 Commanding Officer ordered engines warmed up. At 1047 engines were put on "dead slow ahead", turning up 6 rpm. Main engines secured at 1932. Weather moderating to flat calm.

B. F. McGuckin
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LtCdr., D-V(G), USNR

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U.S.S. HERCULES
WAR DIARY

Zone - 12
Ships present using #11

At anchor
Funafuti Lagoon

26 December 1943

Routine operations this date. During second dog watch, following vessels stood in and anchored:- U.S.S. ABBOT (DD629), U.S.S. ERBEN (DD631), U.S.S. HALE (DD642), U.S.S. BULLARD (DD660), U.S.S. CHAUNCEY (DD667).

27 December 1943

0753 - LST205 tied up on starboard side forward, to take lumber and breathing oxygen. Commanding Officer HERCULES and Officer-in-Charge Special Stevedore Battalion #14 to Cascade to discuss with COMSERVRON FOUR loading vehicles from ALIOTH for discharge at Apemama. ALIOTH drawing 24', too deep to enter Apemama lagoon.

28 December 1943

0635 - LST205 cast off and departed. 1235 - Due to increasing winds and frequent severe squalls, veered 15 fathoms chain, making 105 fathoms in the water. 1900 - U.S.S. BLACK (DD666) and U.S.S. RAINIER (AE5) stood in and anchored.

29 December 1943

Routine operations this date. No remarks. 1045 - S.S. GEORGE JULIAN underway and stood out. 0930 - U.S.S. BULLARD, BLACK, and CHAUNCEY stood out. 1300 - U.S.S. SEDERSTROM (DE31) stood in. 1315 - U.S.S. FISELE (DE34) stood in.

B. F. McGuckin
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LtCdr., D-V(G), USNR

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U.S.S. HERCULES
WAR DIARY

Zone - 12

Ships present using #11

At anchor

Funafuti Lagoon

30 December 1943

Conditions as before. Various barges taking small drafts of lumber from #3 hold by order COMSERVRON FOUR. 1033 - Gyro compass secured to permit maintenance work, lubrication, etc. 1540 - U.S.S. ALIOTH (AK109) moored alongside starboard side to deliver vehicles for Apemama and to take Army provisions. 2000 - Commenced loading from and to ALIOTH.

31 December 1943

Two LCMs reported for duty as Tare-boats this date by order COMSERVRON FOUR, each with 4-man crew. 2230 - Seabee hatch crew mashed approximately 20 cases evaporated milk while unloading from #3 hold. Medical Officer reports current epidemic of dysentery or diarrhea affecting approximately 40 officers and men probably due to flies attracted by crushed or otherwise damaged canned goods in Army cargo. Report will be made to Army Officer-in-Charge.



B.F. MCGUCKIN
LtCdr., D-V(G), USNR

AK41/A9-4
Serial 12-44

F-48
U.S.S. HERCULES
WAR DIARY

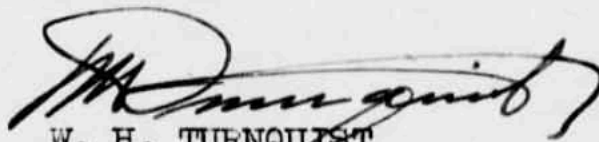
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07892

1 February 1944.

From: Commanding Officer.
To : Commander in Chief United States Fleet.
Subject: Certification of War Diary for January 1944.

1. B. F. McGUICKIN, Lieut-Comdr., D-V(G), USNR
was transferred from this vessel before signing War Diary.

2. I hereby certify that all entries made by
above officer in this War Diary are true in every respect.


W. H. TURNQUIST

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ships present using +11

At Anchor
Funafuti Lagoon

1 January 1944

U.S.S. HERCULES (AK41) is anchored in Funafuti lagoon, Ellice Islands in berth C10, riding to the port anchor with 90 fathoms of chain to the water's edge. U.S.S. ALIOTH (AK109) is alongside to starboard, taking cargo provisions from HERCULES and loading Army vehicles consigned to Apamama into HERCULES. Two hundred (200) foot barge alongside to port, housing 14th Special Stevedore Battalion. Four officers and approximately 100 men of the Battalion are quartered aboard HERCULES.

Area Commander is ComServRon 4 in CASCADE, and next higher echelon is ComServRon 8.

Ship's draft forward 16' 06", aft 19'. Routine tests of main engines, steering gear and magazine temperatures daily.

A serious epidemic of gastro-enteritis (acute diarrhea), affecting a maximum of 60 officers and men, is prevalent on board. In the opinion of the Medical Officer, this sickness is due to spoiled cargo provisions (chiefly evaporated milk) lately received from S.S. GEORGE JULIAN and in process of transfer to U.S.S. ALIOTH. A full report has been made to the Area Commander, copies to Commanding Officer, U.S.S. ALIOTH and ComAirService, Funafuti. Every case loaded aboard ALIOTH is now inspected and thrown overboard if damaged, by order of the loading officer, U.S. Army.

Routine cargo operations this date.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by direction

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U.S.S. HERCULES
WAR DIARY

Zone -12
Ships present using +11

At Anchor
Funafuti Lagoon

2 January 1944

Continued loading from and to U.S.S. ALIOTH. 1500 she was shifted forward about 50 ft. to bring her #3 abreast HERCULES #3. Navigator and Radarman took ABK equipment aboard CASCADE for routine test. During P.M. watch ServRon 4 Supply Officer called on Commanding Officer to advise him that HERCULES would suspend discharge of cargo provisions in order to speed departure with Army rolling stock for Apamama. During first watch received orders by Officer Messenger from ComServRon 4 to sail for Apamama "when ready, about 1900 Zebra, 3 January". 2155 Executive Officer to ComServRon 4 to report impossibility of completing loading operations by that time and to discuss routing. Received instructions to complete loading and sail at earliest opportunity.

Report of Ship's Characteristics sent ServForPac this date.

B. F. McGuckin
B. F. McGUCKIN
LtCdr., D-V(G), USNR
by direction

3 January 1944

0400 - Completed loading from ALIOTH and secured #3 hatch for sea. 0800 - Made all preparations for getting underway at noon. Signalled ComServRon 4 requesting ALIOTH be moved to allow loading additional Army rolling stock from ashore. Commanding Officer HAROLD C. THOMAS (DE21) aboard to discuss escort procedure with Captain. 1231 - ALIOTH cast off. Various lighters alongside to load remaining Army equipment. 1710 - Seventeen Army ratings aboard for transportation to Apamama. It was found impossible to sail this date due to insufficient time for loading, shoring and lashing Army vehicles. 1745 - Seabee contingent cast off and departed. 1945 - Hoisted in motor whaleboat.

Ship movements January 3, 1944. 1500 - S.S. TYPHOON and DE517 stood in and anchored. 1630 - U.S.S. HILO (AGT2) stood in and anchored.

B. F. McGuckin
B. F. McGUCKIN
LtCdr., D-V(G), USNR
by direction

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U.S.S. HERCULES
WAR DIARY

Zone - 12

Ships present using #11

At Anchor

Funafuti Lagoon

4 January 1944

0645 - Lit off #1 Boiler and commenced warming up engines. Made all preparations for getting underway. 0745 - Navy pilot aboard to take ship out, due to misunderstanding. Should have reported to U.S.S. RELIEF. 0814 - Pilot departed. Ship's draft 16' forward, 19' 06" aft. 0935 - Navy pilot, LtCdr. BURLINGTON aboard. HERCULES ready for sea but awaiting S.S. TYPHOON. 1230 - Commenced heaving up.

1248 - Underway for Apamama (Gilbert Islands) in company with S.S. TYPHOON and U.S.S. H.C. THOMAS (DE21) in obedience to ComServRon 4 secret dispatch ~~030600~~ and ~~040945~~. Steaming on various courses toward Te Bua Bua entrance channel, pilot at conn, Captain, Executive and Navigator on bridge. 1348 - Cleared dredged channel and dropped pilot. 1350 - Set course 090° p.g.c., speed 78 rpm (estimated 15 knots). HERCULES Convoy Commander and guide, followed by TYPHOON. H.C. THOMAS screening ahead. 1405 - Changed course to 051° p.g.c. 1402 - Took departure in L.08° 35.5', S. and Long. 179° 11', East. 1425 - Changed course to ~~000~~ p.g.c. 1430 - Commenced Z/Z on Plan 11. Convoy using Mersigs #1 for communication. 1437 - Streamed taffrail log. 1440 - Increased to 82 rpm. 1531 - To 84 rpm. Weather overcast with frequent rain. Moderate northeasterly sea and swell. 1750 - Ceased Z/Z and resumed base course together. 1800 - Changed course to 320° p.g.c. 1810 - Resumed Z/Z on Plan 11 and reduced to 82 rpm on request of S.S. TYPHOON. 1910 - Set condition II. 1920 - Secured foremast lookout. 1940 - Darkened ship. 2010 - Secured Condition II.

Position 2000 - Latitude 07° 17' S., Longitude 178° 57' East.

Insert:- 0830 - U.S.S. RELIEF underway and stood out.

B. F. McGuckin
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LtCdr., D-V(G), USNR
by Austin

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U.S.S. HERCULES
WAR DIARY

Zone -12
Ship using +11

At Sea

5 January 1944

Enroute Funafuti to Apamama in company U.S.S. HAROLD C. THOMAS (DE21) and S.S. TYPHOON. Weather partly overcast, moderate NE sea. 0300 - Necessary to use hard left rudder to avoid possible collision with TYPHOON due to apparent misunderstanding of convoy zigzag plan. Captain called and adjusted matters by blinder-tube signals.

0800 - Changed course to 322° p.g.c. 0930 - Sounded General Quarters for target practice, using 3" bursts as targets due to lack of helium for balloons. All A/A crews exercised on 3" and 20 mm guns. 1003 - Secured target practice. 1045 - Unidentified aircraft sighted bearing 090°, headed north. Weather clear, wind light NE, sea smooth.

1330 - Sighted friendly aircraft bearing 135° T. (PBY2).

1800 - Adjusted base course to 325° p.g.c., 324° T., due to noticeable westerly set of about 2 knots since noon.

Sunrise and sunset Condition II as usual.

0800 - Position - Latitude 05° 07' S. Longitude 177° 01' E.
1200 - Position - Latitude 04° 21' S. Longitude 176° 25' E.
2000 - Position - Latitude 02° 51' S. Longitude 175° 08' E.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by direction

5

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship on +11 time.

At Sea

6 January 1944

Enroute Funafuti to Apamama in company U.S.S. H.C. THOMAS and .S.S TYPHOON. Weather:- scattered clouds, wind NE force 3, sea slight. 0550 - Ceased Z/Z and resumed base course together. 0600 - Changed course to 009° p.g.c., 008° T. 0610 - Resumed Z/Z on Plan 11.

0800 - Changed course to 015° p.g.c. 0840 - Increased to 84 rpm. 0930 - Sighted land bearing 323°, distant approximately 15 miles. Identified as Aranuka Island. 1015 - Apamama atoll sighted bearing 015°. 1025 - Sighted Entrance Island. 1030 - Sighted Abatiku Island. 1029 - Ceased Z/Z and steered 005° p.g.c. 1049 - Changed course to 018°. 1051 - Reduced speed to 10 knots. 1053 - Signalled TYPHOON to proceed independently. 1123 - "Arrival" Apamama, 3 miles south of entrance island. All efforts to communicate by TBY and visual with Port Director or SOPA unsuccessful.

1440 - In obedience to verbal orders from ComAir Apamama by Officer Messenger, followed S.S. TYPHOON to west passage and stood off and on, screened by DE21 while TYPHOON found an anchorage.

1815 - A BM1c, acting as harbor pilot, reported aboard and stated underwater visibility too poor to risk entering lagoon this date. Captain signalled DE21 to screen TYPHOON during night. HERCULES stood to southward, zigzagging at 6 knots, on Plan 38, base course 170° p.g.c. Weather clear, wind light easterly, sea slight.

Position:- 0800 - this date, Latitude 0° 26' S, Long. 173° 43'E.

B. F. McGuckin
B. F. McGUCKIN
LtCdr., D-V(G), USNR
by [signature]

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship on +11

Off Apamama
Gilbert Islands

7 January 1944

Steaming to southward of Apamama atoll. Weather partly cloudy, wind NE force 2, sea slight. 0130 - Ceased Z/Z and changed course to 020° p.g.c. 0200 - Resumed Z/Z on Plan 12. 0615 - Ceased Z/Z and set course 030° p.g.c. 0710 - Arrived off Entrance Island, Apamama and stood off and on awaiting pilot. All efforts to communicate with ships or shore unsuccessful during morning.

1200 - Signal received from ComAir by visual stating that HERCULES will enter on P.M. flood with aid of pilot. 1210 - U.S.S. TAWASA (AT92) stood in and lay to off Entrance. 1415 - Established communication with shore by TBX and received word that pilot would report aboard at 1430 (+11 time). 1445 - TAWASA asked permission to come alongside to deliver tank farm section for GAPU. HERCULES asked tug by visual to come alongside port side forward and inquired whether port lifeboat would obstruct maneuver. Tug replied, "Negative" and proceeded to foul lifeboat with her davits, ripping underbody of boat and springing davits out of line on HERCULES. TAWASA tied up alongside #3 hatch but cast off at once, due to danger of fouling her forward gun-tub and bridge under ship's overhang. Damage to lifeboat can be repaired by ship's force. 1545 - BENDER, A.F., BMlc aboard as pilot. S.S. TYPHOON standing in toward South Entrance followed by HERCULES, on various courses conforming to natural channel; Captain at conn, pilot, Executive and Navigator on bridge.

1707 - Let go starboard anchor in 8 fathoms with 45 fathoms of chain in the water. Ships present (partial), S.S. JAMES KELLY, (Liberty), CAPE CONSTANTINE, TYPHOON, U.S.S. TAWASA, YMS 100, PC 548. 1900 - Secured main engines. 1906 - Message broadcast over NPM Fox reporting Air Flash Red at Apamama. No confirmation and no alert from ashore. 2300 - All clocks retarded one hour to agree with time in use in this area (+12). Additional ships present - DE39 (U.S.S. LOVERING) and LST 205.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
B. F. McGuckin

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CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ships and shore using +12

At Anchor
Apanama, Gilbert Is.

8 January 1944

At anchor in Apanama lagoon, awaiting discharge of vehicles for 45th Fitron, U.S.A.A.F. and small consignment of British trade goods. Ship's draft forward 15' 02", aft 19' 02". 0905 - Captain and Executive ashore to report to ComAir Apanama. 1015 - Commenced discharge of vehicles from #6 hold, consigned to U.S. Army Engineers.

Ship movements this date:-

0900 - U.S.S. LOVERING underway and stood out.
0930 - U.S.S. TISDALE underway and stood out.
1300 - U.S.S. TISDALE stood in and anchored.
1315 - LST #19 stood in and anchored.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by direction

9 January 1944

As before. Commenced discharging 45th Fitron vehicles this date from #3 hold. No further remarks. Regular port routine.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by direction

10 January 1944

Port Captain came aboard during forenoon watch and stated that authority had been received from CTF 57 to discharge HERCULES cargo provisions at this port. Continued discharging vehicles from #2 and 3 holds into various LCM's and LCVPs.

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship on +12 time

At Anchor
Apamana, Gilbert Is.

10 January 1944 (Cont.)

2118 - Air flash "red" signal from ComAir signal tower and "Blackout" by blinker from Port Captain signal station. Sounded General Quarters. All guns manned and ship's company at Battle Stations. At about 2130 (exact time not logged) several bombs were seen to explode from South to North on or near the island and many A/A bursts were noted overhead. Estimates of the number of bombs varied from 3 to 8. No reliable report of seeing or hearing any plane was recorded, the ship's blowers on deck making it difficult at all times to hear outside motor noises from the bridge.

At 1100 this date U.S.S. DE40 stood in and anchored.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by [signature]

11 January 1944

In accordance with verbal instructions from Port Captain, commenced discharging cargo provisions during forenoon watch. Requested confirmation from ComAir, authorizing such discharge. 1005 - Received orders from ComAir by visual to transship provisions to LST 205. 1250 - Received orders from ComAir by messenger to give U.S.S. PC 478 whatever cargo provisions she required. 1435 - PC 478 alongside starboard side to load provisions while discharging into PC 478 received copy of secret dispatch from CTF 57 to ComAir Apamana cancelling previous orders and directing HERCULES to proceed to "original destination" under escort to be provided by CTF 57.7. 1705 - PC 478 completed loading provisions (3306 lbs.) and departed, returning to previous anchorage in the lagoon. HERCULES sent visual dispatch (111740) to ComAir stating that remaining vehicles could be unloaded into barges already alongside and that ship could sail thereafter as soon as British trade goods were taken and receipted for.

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship on +12 time

At Anchor
Apamama, Gilbert Is.

11 January 1944 (Cont.)

0700 - S.S. TYPHOON underway and stood out.

Note:- Surveyed and destroyed this date, as unfit for human consumption and dangerous to the health of personnel - 20 cases evaporated milk and 1 case lard, out of cargo provisions received at Funafuti from S.S. GEORGE JULIAN.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr. D-V(G), USNR
by direction

12 January 1944

0213 - Order to "all ships on this circuit" to black out received over Harbor Circuit. Sounded General Quarters and assumed Condition I. Order proved to have come from Tarawa and was not intended for Apamama area. 0256 - Air flash white received over same circuit. 0409 - Same type blackout received over voice circuit. 0434 - All clear signal recorded. During forenoon watch made all routine preparations for sea. All booms and hatches secured except #4, containing British trade goods.

1350 - U.S.S. LOVERING (DE39) stood in and her Commanding Officer reported aboard with orders from CTF 57.7 for HERCULES to rendezvous with U.S.S. BULLARD (DD660) outside South Pass at 1600 this date and proceed to Funafuti, subject to routing instructions to be received from BULLARD. Commenced warming main engines, testing steering gear, interior communications, etc. 1435- LCVP alongside with two Boat Pool officers to take and receipt for British trade goods. At approximately 1600 completed discharging cargo and LCVP cast off and departed. Ship's draft forward 14' 06", aft 19'. 1630 - BENDER, BMLc reported aboard to act as pilot. (In view of definite orders to sail and considering that U.S.S. BULLARD was awaiting HERCULES outside, it was determined to get underway without a qualified pilot. The Captain asked the pilot whether he was certain of the channel. Pilot replied that he had taken several ships in and out and that he had assisted in laying buoys (oil drums) and taking soundings.)

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship using +12 time.

At Anchor
Apamama, Gilbert Is.

12 January 1944 (Cont.)

1634 - Commenced heaving. 1644 - Underway to Funafuti Atoll, Ellice Islands in obedience to secret despatch 122358 from CTG 57.7 to LOVERING, info HERCULES. Steaming toward South Pass on various courses conforming to channel, Captain at conn, pilot indicating all necessary changes of course and speed, Executive, Navigator and Asst. Navigator on bridge. Proceeded on southerly courses through the lagoon and with some difficulty, due to sun and white caps, picked up two drums marking turn to westward. Passed between the drums and turned to starboard, to circle sand spit extending northeasterly from Entrance Island. From this point on the pilot appeared completely at sea and steered a zigzag course toward the sand spit. The sun was getting low on the water, the lagoon was choppy and the underwater visibility fair to poor. The Executive and Navigator indicated the next buoy to the pilot on the starboard bow, but pilot declared that it was a drifting drum. (Note:- The native pilot, William REIHER, stated later that this buoy was originally laid on the outer end of the sandspit and should be left to port going to sea, but that it had dragged to the northward and if left on the port hand at present, would make it difficult for a large vessel to avoid the Henson Rocks (under approximately 10 feet of water at half tide), just to seaward of the sand spit. Reference is made to a preliminary sketch chart of surveys recently completed by U.S.S. HYDROGRAPHER. A copy of this chart was not furnished to HERCULES until 13 January.) At 1727 with engines on "slow ahead" the Executive Officer felt the vessel ease on to the bar and so advised the Captain, who at once rang "full astern". The vessel's bow came to rest on a ridge of white sand, the shallowest point proving to be abreast #3 hatch. Soundings taken showed 3 fathoms under the stern, 2.5 fathoms under #3 hatch, rapidly deepening to 29 feet under the fantail and 35 feet on the port quarter. The pilot stated that high tide was 1835 this date. Ship's head 260°. Bearings- East Tangent Entrance Island 180° - West Tangent 213° - Beacon 199° p.g.c. The engines were run full astern without effect on the bearings until the L.P. boiler became overheated to the danger point. Engines were stopped and again run full astern approximately one hour later, to no avail.

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship using +12 time.

At Anchor
Apamama, Gilbert Is.

12 January 1944 (Cont.)

1634 - Commenced heaving. 1644 - Underway to Funafuti Atoll, Ellice Islands in obedience to secret despatch 122358 from CTG 57.7 to LOVERING, info HERCULES. Steaming toward South Pass on various courses conforming to channel, Captain at conn, pilot indicating all necessary changes of course and speed, Executive, Navigator and Asst. Navigator on bridge. Proceeded on southerly courses through the lagoon and with some difficulty, due to sun and white caps, picked up two drums marking turn to westward. Passed between the drums and turned to starboard, to circle sand spit extending northeasterly from Entrance Island. From this point on the pilot appeared completely at sea and steered a zigzag course toward the sand spit. The sun was getting low on the water, the lagoon was choppy and the underwater visibility fair to poor. The Executive and Navigator indicated the next buoy to the pilot on the starboard bow, but pilot declared that it was a drifting drum. (Note:- The native pilot, William REIHER, stated later that this buoy was originally laid on the outer end of the sandspit and should be left to port going to sea, but that it had dragged to the northward and if left on the port hand at present, would make it difficult for a large vessel to avoid the Henson Rocks (under approximately 10 feet of water at half tide), just to seaward of the sand spit. Reference is made to a preliminary sketch chart of surveys recently completed by U.S.S. HYDROGRAPHER. A copy of this chart was not furnished to HERCULES until 13 January.) At 1727 with engines on "slow ahead" the Executive Officer felt the vessel ease on to the bar and so advised the Captain, who at once rang "full astern". The vessel's bow came to rest on a ridge of white sand, the shallowest point proving to be abreast #3 hatch. Soundings taken showed 3 fathoms under the stern, 2.5 fathoms under #3 hatch, rapidly deepening to 29 feet under the fantail and 35 feet on the port quarter. The pilot stated that high tide was 1835 this date. Ship's head 260°. Bearings- East Tangent Entrance Island 180° - West Tangent 213° - Beacon 199° p.g.c. The engines were run full astern without effect on the bearings until the L.P. boiler became overheated to the danger point. Engines were stopped and again run full astern approximately one hour later, to no avail.

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship on +12 time.

At Anchor
Apamama, Gilbert Is.

12 January 1944 (Cont.)

The Island Commander was notified by visual and came aboard at 1910 to estimate the situation. Bilges were sounded and showed no change since prior to sailing. Order was issued to shift fuel and water aft from forepeak and #1 double bottom. At 2030 a kedge anchor (3600 lbs.) was ridden out by an LCM and let go 750 ft. astern, slightly on the starboard quarter. The Island Commander reported the situation by despatch to CTF 57, who sent U.S.S. ONTARIO (AT13) to assist. Port Captain was instructed by visual to send two LCTs and the native pilot at 0400 January 13, and to provide available boats to lighten the vessel during the night. The LST 19 discharging cargo inside the West Passage, was instructed to proceed to HERCULES' assistance at daylight.

Island Commander while aboard stated that he was "not in command" at time of grounding and that he had left standing instructions not to sail large vessels without the local pilot. He also outlined obstacles preventing laying out and marking a proper channel to date.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by draft

Zone descr. -12
Ship on +12 time.

Aground
Off Entrance Is., Apamama

13 January 1944

0200 - Received red alert and went to General Quarters.
0216 - Secured. 0810 - LST 19 moored alongside #2, port side and commenced loading cargo provisions from HERCULES. 0950-LCT 314 moored alongside #3, starboard side and commenced loading. 0930 - U.S.S. ONTARIO (AT13) sighted standing in toward West Pass. 1041 - ONTARIO closed and anchored on HERCULES port quarter, distance 150 yards. 1200 - Commanding Officer ONTARIO aboard and arranged to pass HERCULES a 2½" towing hawser.

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ship on +12 time.

Aground
Off Entrance Is., Apamama

13 January (Cont.)

This was accomplished at about 1330 and the tug moved approximately 500 yards further astern, put down both anchors and took a strain on the hawser. At the same time, the order was given to sling HERCULES starboard bower over the stern of LCT 314, to be carried as far aft as possible and let go close alongside. This was successfully accomplished at 1530 and the anchor was dropped abreast of the after end of HERCULES 'midships section. 1400 - U.S.S. BULL WHEEL (Y046) stood in and entered the lagoon. 1430 - BULL WHEEL anchored to eastward of ONTARIO, distance from HERCULES approximately 750 yards. Island Commander, Captain of BULL WHEEL and Captain of ONTARIO came aboard to discuss plans for moving HERCULES on evening flood. It was decided to make the attempt at 1730 and at intervals thereafter until high water. The kedge anchor was recovered. LST 19 was ordered to cease loading and come alongside HERCULES, bow to stern, to assist in pulling her off at the proper time, but was unable to maneuver due to strong flood current, and anchored clear, on HERCULES port quarter. Parts of HERCULES port rail and stanchions were bent and broken and the coaming abaft the deckhouse dented during the LST's efforts to come alongside. Whistle signals having been agreed upon, the Island Commander and two Commanding Officers departed. BULL WHEEL now passed a 1 $\frac{1}{2}$ " hawser to ONTARIO, proposing to pull in tandem at the appointed time.

1725 - William REIHER, local pilot, reported aboard and predicted success on this tide. 1730 - Signal made to commence towing, but apparently not heard by BULL WHEEL. 1800 - Signal repeated by blinker, both vessels commenced towing, a heavy strain was put on starboard anchor and engines were run full astern. BULL WHEEL'S tow line parted soon after. HERCULES at once commenced pivoting to starboard and at 1819 began to move astern toward deep water. Pre-arranged whistle signals were sounded, ONTARIO'S hawser cut adrift and starboard anchor hove up with pilot at conn, the vessel was maneuvered into the channel and anchored in the lagoon to await instructions, by order of the Island Commander. 1850 - Riding to the port anchor in approximately 8 fathoms, with 45 fathoms chain in the water. Bilges were sounded and showed no change. A noticeable port list (3°) was corrected during the night, by re-pumping water and fuel to the fore-peak and #1 double bottom.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR
by direction

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone -12
Ship on +12 zone time.

At Anchor
Apamama, Gilbert Is.

14 January 1944

Anchored in lagoon awaiting cargo instructions and sailing orders. 0750 - Message received by visual from Port Captain (141947) to proceed outside and load cargo provisions from LST 19. Made all preparations for getting underway. Ship's draft forward 12' 02", aft 20' 10". 0930 - Pilot William REIHER aboard. 0956 - Underway, LST 19 following HERCULES to sea via South Pass. LCT 314 proceeding independently, with orders to transship remaining provisions to HERCULES outside pass.

1100 - Let go port anchor in 20 fathoms of water just outside reefs at entrance to South Pass. Took LCT and LST alongside and commenced loading. N. tangent Entrance Island bearing 96° and S. tangent 121° T. 1530 - LCT 314 completed loading, cast off and stood into the lagoon. 1755 - Pilot left ship and boarded LST 19. 1813 - LST 19 completed loading, cast off and stood toward the lagoon. Ship's draft forward 13' 03", aft 20'.

1821 - Underway to Funafuti Atoll in accordance CTG 57.7 secret despatch 122358 to HERCULES via U.S.S. LOVERING. Took departure from Entrance Island bearing North, distance 1 mile. Set course 186° p.g.c., speed 88 rpm (estimated 17.2 knots). U.S.S. BULLARD screening ahead. 1838 - Streamed taffrail log, set at 1 mile. 1845 - Set sunset condition watch. (Insert) - Using Z/Z Plan 11.

Position 2000 - Latitude 0° 03' S., Longitude 173° 46' E.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR
by direction

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ships using +12 time.

At Sea

15 January 1944

Enroute Apamama to Funafuti, with U.S.S. BULLARD as escort. Steaming on base course 186° p.g.c. at 88 rpm, using zigzag Plan 11. 0220 - Ceased Z/Z and resumed base course. 0230 - Changed course to 156° p.g.c., patent log reading 130 miles. 0240 - Resumed Z/Z on Plan 11. 0729 - Adjusted base course to 152° p.g.c. to allow for strong westerly set.

1300 - Changed course to 145° p.g.c. 1617 - Adjusted course to 142° p.g.c. 1700 - Adjusted to 140° p.g.c. 1955 - Adjusted course to 145° p.g.c.

Positions: 0800 - Lat. 03° 11' S., Long. 173° 52' E.
1200 - Lat. 04° 12' S., Long. 174° 18' E.
2000 - Lat. 06° 00' S., Long. 175° 23' E.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr. D-V(G), USNR
by [Signature]

16 January 1944

Enroute Apamama to Funafuti. Base course 145° p.g.c. 88 rpm, Z/Z Plan 11. 0320 - Ceased Z/Z and resumed base course. 0330 - Changed course to 107° p.g.c. and resumed Z/Z. 0621 - BULLARD test-firing A/A batteries. 0640 - Adjusted base course to 105° p.g.c. 0943 - Ceased Z/Z and changed course to 111° p.g.c. Rpm increased to 90. 0945 - Sighted Nukufetau Island bearing 060°, distance 22 miles. 1015 - Passed Nukufetau abeam, distance 15 miles.

1218 - Sighted Funafuti Atoll 2 points on port bow. Made various course changes to round island to southward. 1240 - Executive Officer relieved the Deck. 1255 - Recovered taffrail log. 1327 - Rounding southern end of Atoll. Set course for Te Bua Bua entrance, having requested pilot by visual. 1345 - "Arrival" Funafuti. 1354 - Secured gun crews. 1400 - Advanced all ship's clocks one hour, to correspond with +11 time.

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ships using +12 time.

At Sea

16 January 1944 (Cont.)

Ship's draft forward 13' 03", aft 20'. 1535 - Pilot aboard (LtCdr. MEADE, USNR). Got headway on and entered lagoon on various courses and speeds conforming to channel, pilot at conn.

1608 - All ships present directed by visual to assume +12 zone time at 0200, 17 January. 1633 - Let go starboard anchor in 23 fathoms with 105 fathoms chain to the water's edge, in berth C26. Bearings:- "S" Beacon 149°T", Beacon 288°. 1645 - Sea details and main engines secured. Commenced port routine. 1815 - Captain to U.S.S. CASCADE to report.

Positions: 0800 - Lat. 08° 05' S., Long. 177° 37' E.
1200 - Lat. 08° 27' S., Long. 178° 42' E.

Voyage statistics Apamama to Funafuti.

Departure to arrival:	Time	43.25 hours
	Distance	729. miles
	Speed	16.86 knots

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR

Area zone time +12(from 0200)
17 January 1944

By direction
At Anchor, Funafuti Lagoon

At anchor in Funafuti lagoon, berth C26. 0110 - Retarded clocks one hour. 0500 - Deck force preparing hatches 1, 2 and 3 to discharge cargo provisions to U.S.S. ALIOTH (AK109) by order ComServRon 4. Ship's draft forward 13', aft 19' 10". USS ALIOTH alongside starboard side. Two Stevedore Battalion crews aboard and commenced discharging into ALIOTH from #1 and #2 holds. 1045 - Comdr. THAYER, ServRon 4 Maintenance Officer aboard to discuss urgent repairs. Made informal inspection of power plant and cargo winches and other gear. 1355 - LCM alongside for lumber. Various small craft alongside during PM watches to deliver empty oxygen tanks, shell casings, etc. for Pearl.

B. F. McGuckin
B. F. MCGUCKIN
LtCdr., D-V(G), USNR

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U.S.S. HERCULES
WAR DIARY

Zone descr. -12
Ships present on +12 time

At Anchor

18 January 1944

At anchor in berth C26 with USS ALIOTH alongside to starboard, one LST outboard of ALIOTH, and various LCT's, LCM's and LCVP's alongside to port loading miscellaneous Army and Marine cargo and Navy passengers for transportation to Pearl, authorized by all ships signal from ComServRon4 continued discharging cargo provisions into ALIOTH whenever space provided by her discharge of Army equipment to LST.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR
by [signature]

Zone -12
Ships present on +12
19 January 1944

At Anchor, Funafuti Lagoon

At anchor in berth C26, USS ALIOTH alongside to starboard and various landing craft to port, as before. 0430 - Small fire in a tarpaulin on No.3 hatch, due to cargo light left burning face down on folded tarpaulin. Extinguished without difficulty. 1830 - ALIOTH shifted 50 feet astern to facilitate cargo operation.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR
by [signature]

20 January 1944

At anchor as before. ALIOTH alongside to starboard, LCT 127 on port side forward loading approx. 100 tons Marine Base Depot cargo of tents and ammunition cases for transportation to Pearl. Officer and enlisted passengers (Navy) reporting on board at intervals. Three LCVP's received from Port Director in very bad condition and without engines for disposition at Pearl.

CincPac secret ltr Ser 0187 of 14 Jan., 1944 received this date by Officer Messenger assigning Hercules ComFifthPhibFor for type maintenance.

B.F. McGuckin
B.F. MCGUCKIN
LtCdr., D-V(G), USNR
by [signature]

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U.S.S. HERCULES
WAR DIARY

Zone -12

Ships present on +12

At Anchor Funafuti Lagoon

20 January 1944 (Cont)

1130-U.S.S. BUNKER HILL and USS MONTEREY stood in with destroyer escort and anchored. Six BB's stood in during afternoon and dog watches, with DD escort.

B.F. McGuckin
B.F. McGUCKIN
LtCdr., D-V(G), USNR
by direct

21 January 1944

At anchor as before. Routine loading operations. Continued taking passengers from BB's and other vessels. Asst Supply Officer aboard from ComServRon4 to discuss handling 4 additional LCVP's from S.S. CAPE CONSTANTINE and 2 from Boat Pool for transportation to Pearl. Arrnaged to deliver them alongside on pontoons to await completion of cargo operations.

B.F. McGuckin
B.F. McGUCKIN
LtCdr., D-V(G), USNR
by direct

Secret despatch 220918 received from ComServRon4 this date containing sailing orders and routing instructions.

B.F. McGuckin
B.F. McGUCKIN
LtCdr., D-V(G), USNR
by direct

22 January 1944

At anchor in berth C26, USS ALIOTH and various cargo lighters alongside. Ship's draft for'd 11' aft 21'. 0740 - Casualty to No.3 jumbo boom and winch while commencing to lift LCVP from pontoon barge into No.3 hold. Boom fouled winch, bending boom slightly, bending shaft of winch and cracking casting. Reported by visual to ComServRon4 and instructions requested covering LCVP's and 2 heavy-lift trailers consigned to Pearl. 0905 - USS ALIOTH cast off and proceeded to anchorage. 0933 - Commanding Officer

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U.S.S. HERCULES
WAR DIARY

Zone -12

Ships present on #12

At Anchor Funafuti Lagoon

22 January 1944 (Cont)

of U.S.S. LOVERING (DE-39) aboard to discuss escort details.
1050 - ComServRon 4 Maintenance Officer with Repair Officer from
VESTAL aboard to discuss possible repairs to winch. 1107 - above
officers departed.

1300 - Received visual signal to proceed and sail in present
loading condition. Advised ComServRon 4 and LOVERING that HERCULES
would be ready for sea at 1530. Made all preparations for getting
underway. 1355 - Port Director representative aboard for vital
statistics. 1534 - Commenced heaving up. Weather, complete over-
cast, occasional heavy squalls, wind NW, force 4-5, sea moderate.
1557 - Underway to Pearl Harbor, T.H., in obedience to ComServRon 4
secret despatch 220918. Steaming on various courses conforming to
Channel. Captain at command, Executive and Navigator on the bridge
leaving Funafuti Lagoon via Te Bua Bua Channel. 1644 - Passed sea
buoy abeam and set course 090° p. g. c. Joined by LOVERING as
escort. 1645 - Took departure with Funamanu Island. Beacon bearing
018° p. g. c. and South Radar Tower 050°. Speed 63 r.p.m.

1655 - c/c to 058° p.g.c. Advised escort by visual to change
course to 036° at 1716 and cease zig-zag during hours of darkness;
also to remain with HERCULES until daylight, departing at that hour
without further signal. 1716 - c/c to 036°, adjusting to 035° at
1828. 1900 - Increased to 80 r.p.m.

B. F. McGuckin
B. F. MCGUCKIN, Lt-Cdr., USNR
by [unclear]

BBs 61 and 62 stood in and anchored during morning watch with
DD escorts and several tankers.

HERCULES position 2000 - Lat 08° 04' S. Long. 179° 34' E.

23 January 1944

Enroute Funafute, Ellice Islands to Pearl Harbor, T. H.
escorted until daylight by U.S.S. LOVERING (DE-39). 0100 - Advanced

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U.S.S. HERCULES
WAR DIARY

Zone description & 12 ----- At Sea

23 January 1944 (Cont)

clocks 25 minutes. Weather, partly overcast, wind NW force 2 - 3, sea moderate. Course 035° p.g.c., speed 80 r.p.m. 0530 - DE-39 departed to return Funafute. Speed increased to 93 r.p.m. 0600 commenced zig-zag on Plan 11.

Usual sea routine with slight course adjustments to conform to routing instructions.

B-K equipment made effective during night 23rd to 24th, due to proximity island buses.

B. F. McGuckin
B. F. McGuckin, Lt-Cdr., USNR

Position:	0800	Latitude	05° 27' S.	Longitude	178° 35' W.
	1200	Latitude	04° 31' S.	Longitude	177° 55' W.
	2000	Latitude	02° 37' S.	Longitude	176° 41' W.

24 to 27 January 1944 (Inclusive) ----- At Sea

Enroute Funafuti to Pearl. Operations routine. Various course adjustments conforming to routing instructions.

At 0430 January 24, challenged correctly by vessel bound southwest, which was identified as U.S.S. DE-49.

Used automatic gyro steering commencing p.m. 24 January. 1150, 27 January main feed pump temporary failure caused engines to be shut down momentarily while shifting to other pump.

Picked up northeast trades on January 23 in approximate Latitude 04° 30' S and wind held consistently in that quarter, force 3 - 5, shifting more to the eastward on January 26 and 27. Weather mostly clear with scattered clouds and occasional light squalls. Sea moderately rough.

B. F. McGuckin
B. F. McGUCKIN, Lt-Cdr., USNR

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U.S.S. HERCULES
WAR DIARY

Zone Description + 12 ----- At Sea

January 24

Position 0800 - Latitude $0^{\circ} 14'$ N.
Longitude $175^{\circ} 08'$ W.

1200 - Latitude $0^{\circ} 59'$ N.
Longitude $174^{\circ} 31'$ W.

January 25

Position 0800 - Latitude $05^{\circ} 38'$ N.
Longitude $171^{\circ} 08'$ W.

1200 - Latitude $06^{\circ} 24'$ N.
Longitude $170^{\circ} 31'$ W.

2000 - Latitude $08^{\circ} 14'$ N.
Longitude $169^{\circ} 08'$ W.

January 26

Position 0800 - Latitude $10^{\circ} 58'$ N.
Longitude $167^{\circ} 05'$ W.

1200 - Latitude $11^{\circ} 50'$ N.
Longitude $166^{\circ} 28'$ W.

2000 - Latitude $13^{\circ} 39'$ N.
Longitude $165^{\circ} 06'$ W.

28 January 1944

Enroute Funafuti to Pearl, unescorted. Weather, fair with scattered clouds, wind east, force 4. Sea slight, with swell from westward. Ship's clocks advanced 25^m each night at 0100 this voyage, to conform with Hawaiian Summer Time on arrival.

Course 042° p.g.c., 033° p.s.c., r.p.m. 93. Steering by automatic gyro. 0500 - Shifted to hand gyro control and commenced zig zag on Plan 6, Pac 10. 0550 - Radar reported land bearing 030° , distance 60 miles. 0600 - Reduced speed to 64 r.p.m.

21

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U.S.S. HERCULES
WAR DIARY

Zone Time + 11

At Sea

28 January 1944

0630 - Set Condition 2. 0650 - Exchanged identification with PC 1078. 0701 - Shifted to telemotor steering and increased to 93 r.p.m. 0730 - Secured Condition 2. 0740 - Ceased Z/Z and C/C to 038°.

0800 - Approaching Oahu, T. H. from SW on course 038°. Captain at command, Executive and Navigator on the bridge. 0845 - Energized degaussing coils and C/C to 085° when south of Barber's Point Light, distant approximately 4 miles, standing toward Pearl Harbor entrance on maneuvering speed. 0900 - "Arrival". Bearings - Diamond Head 090°, Barber's Point 319°. 0927 - Received visual instructions from Navy Yard Tower to stand well clear of entrance and await transfer of pilot from outgoing vessel. 0933 - Secured gun crews. 0930 - 1130 - Convoy of C2 merchant ships and DEs standing out from Pearl and Honolulu. 0935 - Received visual order to enter harbor at discretion, when pilot aboard. 1142 - Lieut. Michael Hamous, D-M, USNR aboard as pilot and took command. Proceeded to enter Pearl Harbor on various courses conforming to channel.

1200 - Two tugs alongside to port to assist in mooring vessel. 1251 - Moored fore and aft to buoys in Berth X 12 East Lock. Pilot departed. Secured sea details and commenced Port Routine.

January 27

Position - 0800 Latitude 16° 02' N.
Longitude 162° 46' W.

1200 Latitude 16° 53' N.
Longitude 162° 06' W.

2000 Latitude 18° 40' N.
Longitude 160° 31' W.

January 28

Position - 0800 Latitude 21° 07' N.
Longitude 158° 17' W.

Voyage - Funafuti to Pearl Harbor
Departure to Arrival 5^d 13^h 45^m
Distance - 2262 miles
Average Speed 16.91 knots

07892

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone descr. † 9

Moored
Pearl Harbor, T.H.

29 January 1944

As before, moored fore and aft at berth X-ray 12 with U.S.S. VEGA alongside, preparations were made to get underway to shift berth to Pier K-8. Pilot Van Deuse, Warrant Boatswain aboard at 1026. Two tugs along side. 1038 Cast off all lines from U.S.S. VEGA at 1040, ship underway. 1148 Secured under-way conditions. Ship docked at pier K-8. Seven officer passengers were transferred ashore. The following officers from ship's personnel were transferred; Lieut. John R. CALDWELL, the navigator, Lt(jg) Wm. A. MALLOY, the Communication Officer, and Ensign Franklin F. BORG. The following officers reported on board ship for duty; Ens. Max John HANKE, and Ensign Raymond HENDRICKS. Engines were secured and Port Routine set up. Unloading of all holds continued for rest of day.

R.C. Horne
R.C. HORNE
Lt.,D-V(S),USNR

30 January 1944

As before, docked at pier K-8 and continuing unloading. Transferred five (5) enlisted men to receiving ship for future transportation to V-12 College Program, in accordance with ComSerForPacflt, Spdltr, P11-1/MM, Ser: 7630 of 7 December 1944.

R.C. Horne
R.C. HORNE
Lt.,D-V(S),USNR

31 January 1944

As before, 0600 started preparing to shift berth. Usual tests made including steering engine, whistle, telegraph. Draft fwd 7', aft 19'10". 0800 Engine room, bridge, and all departments ready to get underway. 0855 Pilot C.L. CARTER aboard. Two tugs alongside. 0916 Underway to shift berth alongside S.S. JEFFRIES at berth B-3. 0940 tied-up alongside S.S. JEFFRIES port side to. 0952 Pilot left the ship.

R.C. Horne
R.C. HORNE
Lt.,D-V(S),USNR.

07892

23

Reg. No. 82

R.S. No. 013066

AK41/A12-1
Serial: 040

U.S.S. HERCULES (8641)

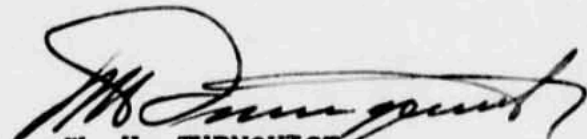
10 March 1944

F-48

CONFIDENTIAL

From: The Commanding Officer.
To : ~~The~~ Commander-in-Chief, United States Fleet.
Subject: War Diaries.
Reference: (a) Cominch rst ltr FF1/A12-1/A16-3,
serial 7152, 29 October 1943.
Enclosure: (A) War Diary.

1. In accordance with reference (a), enclosure (A) is forwarded herewith for the month of February 1944.


W. H. TURNQUIST

cc: Cincpac

67916

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U.S.S. HERCULES
WAR DIARY

Zone + 9

Moored

1 February 1944

U.S.S. HERCULES (AK41) is at present assigned to ServForPac by verbal order from Chief-of-Staff, ServForPac, of 10-23-43. Next Higher echelon as of return to Honolulu on 28 January 1944, is Service Squadron Eight for operations and Fifth Amphibious Force for repair and alterations to be made at Pearl Harbor Navy Yard.

As before, moored alongside S.S. Jeffrey, port side to. Routine operations, awaiting to go into dry dock. 1845 starting receiving steam from S. S. Jeffrey. 1858 commenced receiving power and light from Navy Yard. Secured #2 and #3 generators, 1915 secured boilers.



R. C. HORNE,
Lieut., D-V(S), USNR

2 - 4 February 1944

As before, routine operations awaiting dry docking. Small amount of work started getting engine room ready for repairs. Some work started on reach rods and winches on deck.



R. C. HORNE,
Lieut., D-V(S), USNR

5 February 1944

As before, moored alongside S. S. Jeffrey, commenced preparation for getting underway to dry dock #2. 0800 M.W.B. reported swamped alongside B-3 dock just forward of ship. Hull superintendents' office notified and provisions for taking it to shop, made. 0905 YT-119 & 115 tugs along starboard side to assist in dead tow to dry dock. 0915 all shore connections disconnected. 0917 Docking Master Lieut-Comdr. RIFE aboard. 0925, tug YT-129 alongside. 0940 let go all lines. Proceeding to dry dock #2 approximately 1000 yards away. 1011 entered dry dock. 1025 Dock Master left ship, all fast in dry dock #2 Pearl Harbor Navy Yard. 1120 U.S.S. WARD secured astern in dry dock #2. 1300 Yard commenced emptying dry dock. At 1420 ship no longer water born under orders ComServRonEIGHT No. 133 of 2/4/44.

CONFIDENTIAL


U.S.S. HERCULES
WAR DIARY

Zone † 9

Moored

5 February 1944 (continued)

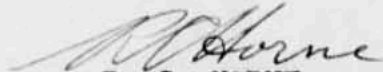
At 1500 commenced scraping & wire brushing hull with 70-man working party, in addition to all hands, from the Receiving Station Pearl Harbor.



R. C. HORNE,
Lieut., D-V(S), USNR

6 - 10 February 1944

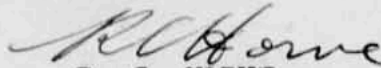
As before, in drydock #2 undergoing annual overhaul including scraping & painting of hull bottom with plastic paint and boot-topping at the water line. Replacing the propeller shaft bearing. Installing evaporator in engine room. Numerous other repairs going on throughout the ship.



R. C. HORNE,
Lieut., D-V(S), USNR

11 February 1944

As before, in #2 drydock Pearl Harbor Navy Yard. 0800-1200 making preparations for flooding dry dock. 1225 commenced flooding dry dock. 1257 ship was water born 10'11" forward, 17'01" aft. 1552 ship left dry dock #2 in dead tow assisted by Navy Tugs YT-119, YT-470, YT-472 and Dock Master R. T. Green as pilot, 1635, vessel moored port side to in Berth B-16 at 1700 power, water, and steam lines connected. Repairs by yard workmen continued throughout maneuvering.



R. C. HORNE,
Lieut., D-V(S), USNR

12 February 1944

As before, moored along side dock at B-16. At 1000 left berth assisted by Tugs YT-247, YT-471, YT-119 and Dock Master C. T. Olsen as pilot. 1228 moored along side dock in Berth B-17. Overhaul and repairs continued throughout the ship.

R. C. HORNE, Lt., D-V(S), USNR

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U.S.S. HERCULES
WAR DIARY

Zone + 9

Moored

12 - 24 February 1944

Moored in Berth B-17, Navy Yard, Pearl Harbor, Honolulu, T.H. undergoing repairs and alterations - General Navy Yard security watches and routine work by ship's company going on.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

24 - 29 February 1944

As before, moored in Berth B-17 Navy Yard, Pearl Harbor, Honolulu, T. H. undergoing repairs and alterations. General Navy Yard security watches and routine work by ship coming in progress.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

Reg. No. 102
015878
R.S. No.

AK41/A12-1
Serial: 050

U. S. S. HERCULES

1 April, 1944 **F-43**

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subject: War Diaries.
Reference: (a) Cominch rst ltr FF1/A12-1/A16-3,
Serial 7152, 29 October 1943.
Enclosure: (A) War Diary.

1. In accordance with reference (a), enclosure (A) is forwarded herewith for the month of March 1944.


W. H. TURNQUIST

cc: Cincpac

1944 APR 13 22 54
COMMANDER IN CHIEF
U.S. FLEET
RECEIVED

69050

U. S. S. HERCULES

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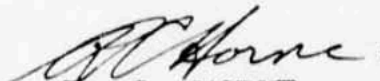
WAR DIARY

Zone time + 9

Moored to Pier
Navy Yard, Pearl Harbor

1 March 1944

U.S.S. HERCULES (AK-41) is at present assigned to ServForPac by verbal order from Chief-of-Staff, ServForPac of 10-23-43. Next higher echelon as of return to Pearl Harbor on 28 January 1944 is Service Squadron Eight for operations and Fifth Amphibious Force for maintenance and repair work being done in Navy Yard, Pearl Harbor. Moored starboard side to in berth B-17 with S.S. Ugat alongside our port side.



R. C. HORNE,
Lieut., D-V(S), USNR

2 - 7 March 1944

As before, moored alongside B-17 with S.S. Ugat on our port side. Undergoing alterations and repairs. Regular Navy Yard security precautions at all times. 0940 tested steering engine. 1001 commenced jacking over main engine. 1130 to 1202 held dock trials with permission of Captain of Yard. Engines tested, turned 25 RPMs.



R. C. HORNE,
Lieut., D-V(S), USNR

8 - 10 March 1944

As before, moored in berth B-17 with S.S. Ugat alongside. Undergoing alterations and repairs at Navy Yard, Pearl Harbor. 2205 commenced taking on fuel oil; draft forward 12'-9", aft 21'-09". 2335 secured taking on fuel oil; draft forward 11'-11", aft 21'-11". 8,427 bbls. oil on board.



R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

Zone time + 9

Moored to Pier
Navy Yard, Pearl Harbor

11 - 12 March 1944

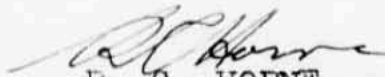
As before, no remarks. On the 12th the ship received fresh water and was put on own power with No. 1 and No. 2 generators operating and steam from No. 2 boiler was used.



R. C. HORNE,
Lieut., D-V(S), USNR

13 March 1944

As before, moored at B-17, ship under own power and steam. 4-8 made preparations for getting underway. 1303 Pilot C.F. Olsen on board to move ship to Beckoning Point for calibration of degaussing equipment. Tugs YT-119 and YT-146 alongside. 1330 S.S. Ugat cast off and was moved aside to allow shifting of Hercules. 1345 - underway with own power & aid of tugs to Beckoning Point. 1425 - secured port side to on degaussing range using north heading. 1530 cast off and reversed heading with aid of tugs. 1630 - secured calibrating degaussing coils and secured engines for the night.



R. C. HORNE,
Lieut., D-V(S), USNR

14 March 1944

As before, moored at Beckoning Point, Pearl Harbor, T.H. Navy Yard. At 0900 received orders from Commander Hawaiian Sea Frontier Serial P.D. 0058 issued by Port Director's Office NTS, Service Force of Pacific next higher echelon, to proceed to San Francisco. 1647 - Pilot Ensign Mac Mulking aboard to pilot. Tugs YT-129 and YT-146

U. S. S. HERCULES

WAR DIARY

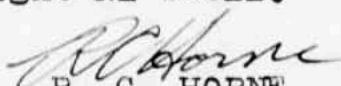
CONFIDENTIAL

Zone time † 9

At Sea

14 March 1944 (continued)

alongside to assist leaving harbor. 1730 Pilot left ship. 1751 commenced swinging ship off Diamond Head to calibrate Direction Finder. 1931 departed from area $21^{\circ} 18' N$, Lat., $157^{\circ} 49' W$ Long., set course at 075° PGC at 89 RPM. At 2005 c/c to 027° PGC at 2020 Makapu Point abeam port side. 2300, set clocks ahead 25 minutes. At 2330 c/c to 044° PGC Weather, clear, sea calm with slight NE swell.


R. C. HORNE,
Lieut., D-V(S), USNR

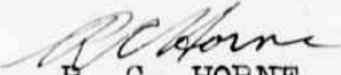
15 March 1944

As before, underway enroute Pearl Harbor, T.H. to San Francisco on base course 044° PGC, 032° PSC at 93 RPM. At 2245 c/c to 057° PGC. Weather clear to part cloudy with occasional squall at night. Sea moderate with small NE swell, wind E and NE, forces 2 - 4 varying with squalls.

Position 0800 - Lat. $23^{\circ} 42' N$
Long. $155^{\circ} 23' W$

1200 - Lat. $24^{\circ} 34' N$
Long. $154^{\circ} 29' W$

2000 - Lat. $26^{\circ} 16.5' N$
Long. $152^{\circ} 33.0' W$


R. C. HORNE,
Lieut., D-V(S), USNR

16 March 1944

Enroute Pearl Harbor, T.H., -San Francisco on base course 057° PGC at 1332 c/c to 059° PGC using 82 RPM. At 1832 c/c to 058° PGC at 82 RPM. Usual sea routine in effect.

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

Zone time + 9

At Sea

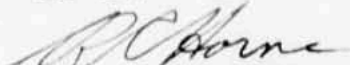
16 March 1944 (continued)

Weather, clear to partly cloudy. Sea, moderate with occasional easterly swells.

Position 0800 - Lat. 28° 17' N
Long. 149° 27' W

1200 - Lat. 28° 57' N
Long. 148° 18' W

2000 - Lat. 30° 02' N
Long. 146° 10' W


R. C. HORNE,
Lieut., D-V(S), USNR

17 March 1944

Enroute Pearl Harbor, T.H., to San Francisco on base course 058° PGC, 042° PWH at 82 RPM. At 1619 c/c/ to 060° PGC, 042° PWH at 80 RPM. At 1000 sounded general alarm for drill purposes. Held special drill for men on new assignments. At 1018 secured general quarters. Weather, was overcast with occasional breaks in clouds. Sea was mild with slight easterly swell. Wind E to NE, force 2 to 3 varying.

Position 0800 - Lat. 31° 39' N
Long. 143° 12' W

1200 - Lat. 32° 09' N
Long. 142° 04' W

2000 - Lat. 33° 10' N
Long. 139° 50' W


R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

Zone time + 9

At Sea


18 March 1944

Enroute Pearl Harbor, T.H., to San Francisco on base course 060° PGC, 042° PWH at 80 RPM at 0800 c/c to 059° PGC, 039° PWH at 1324 c/c to 060° PGC, 040° PWH, 049° PSC. At 1353 increases speed to 82 RPM. Weather mostly cloudy with occasional breaks. 1628 c/c to 059° PGC, 042° PWH. Sea moderate with slight easterly swell. Wind NE and N force about 4.

Position 0800 - Lat.
Long.

1200 - Lat. 34° 52' N
Long. 135° 41' W

2000 - Lat.
Long.


R. C. HORNE,
Lieut., D-V(S), USNR

Zone time + 7

19 March 1944

Steaming as before enroute Pearl Harbor to San Francisco using base course of 059° PGC, 042° PWH. At 82 RPM at 0908 c/c to 079° PGC, 058° PWH increased speed to 90 RPM, At 0925. At 1110, sighted plane dead ahead at 10 miles. Challenged by plane and correct reply given - plane circled counter-clock wise and left. Weather mostly cloudy with occasional breaks and clear sky. Sea rough with long north swells. Wind N, force 5 - 6.

Position 0800 - Lat.
Long.

1200 - Lat. 37° 15' N
Long. 129° 06' W

2000 - Lat.
Long.

U. S. S. HERCULES

CONFIDENTIAL

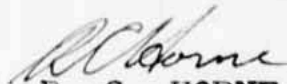
WAR DIARY

Zone † 8

At Sea

20 March 1944

As before, underway Pearl Harbor to San Francisco on base course 075° PGC, 057° PWH. At 90 RPM allowing 5° for leeway due slip & current. At 0445 c/c to 070° PGC. 0511 c/c to 075° PGC. 0512 radar contact with land bearing 050° True, distance 50 miles. 0515 sighted Farallon House bearing 059° PGC. At 0536 c/c to 078° PGC made various course adjustments approaching channel buoys. At 0610 Point Reyes bearing 22° True. At 0645 emergized degaussing coils. At 0706 Farallon Pt. abeam to port. Distance 2.5 miles. At 0754 arrival pilot station Lat 37° 45' N, Long. 122° 42' W. At 0802 Pilot Lieut. Comdr., Dahll of U.S.C.G. aboard. At 0850 entered San Francisco Bay. At 1012 let go port anchor in 8 fathoms of water, 60 fathoms of chain to port anchor. 1015 anchored Naval Anchorage, San Francisco Bay. At 1542 Anchors aweigh. Pilot O. Jackson on board. Tug Fearless alongside to assist in berthing at Pier 90A. At 1625 tied up along side Pier 90A awaiting loading. Weather mild - no wind.

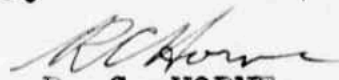

R. C. HORNE,
Lieut., D-V(S), USNR

Zone † 8

Moored

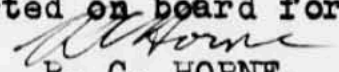
21 March 1944

As before, moored alongside Pier 90A being loaded with various stock. Weather clear.


R. C. HORNE,
Lieut., D-V(S), USNR

22 - 25 March 1944

Moored at Pier 90A San Francisco being loaded. Routine port security watches in effect. At 1500 on 25th 100 troop passengers and six officers reported on board for transportation. Weather mild.


R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

26 March 1944

At Sea

Moored at pier 90A San Francisco preparing to get underway. At 0650 started testing steering engine, jacking over engines, and other routine, in readiness for sea. At 0730 Pilot Edgerton on board, tug Reliance secured along starboard beam. At 0807 let go all lines and was pulled away from pier by tug together with ship's power. At 0856 underway enroute San Francisco to Pearl Harbor, T.H. in accordance with Port Director's Orders #NWP/14-H/MS, next highest echelon is ServForPac, using various courses necessary to proceed through Golden Gate Bridge. At 1030 pilot left ship. At 1032 took departure on course 257° PGC at 83 RPM. At 1035 Buoy I abeam.

Position - 0800 Lat.
Long.

1200 Lat. 37° 38' N
Long. 123° 11' W

2000 Lat. 37° 09' N
Long. 125° 50' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

27 March 1944

At Sea

Enroute San Francisco, to Pearl Harbor on course 257° PGC at 83 RPM. At 0835 c/c/ to 243° PGC. At 1059 radar picked up contact bearing 326° T at 18 miles - target jacked in half turn. At 1336 c/c to 245° PGC at 2310 sighted blinder flash bearing 232°, radar picked it up at 12 miles - 16 miles and faded away another few minutes. Contact was spotty, appeared to be a plane at low altitude. No challenge or recognizable signal sent. Weather cloudy with breaks. Sea moderate, slight swell, westerly wind mild.

Position - 0800 Lat.
Long.

1200 Lat. 37° 38' N
Long. 123° 11' W

2000 Lat. 37° 09' N
Long. 125° 50' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

Zone 4 8

At Sea

28 March 1944

Steaming as before on base course 245° FGC at 83 RPM. At 1307 c/c to 240° FGC at 1324 c/c to 237° at 85 RPM. 1428 increased revolutions to 88 RPM at 1500 sounded general quarters for drill. At 1518 exercised crew in abandon ship drill. At 1531 secured from drills. Weather cloudy during morning with occasional squall and rain. Clear weather in afternoon. Sea moderate with long westerly swell. Wind southerly force 3 - 4.

Position 0800 - Lat. 33° 26' N.
Long. 136° 58' W

1200 - Lat. 33° 11' N
Long. 138° 09' W

2000 - Lat. 32° 00' N
Long. 140° 25' W


R. C. HORNE,
Lieut., D-V(S), USNR

29 March 1944

At Sea

Enroute San Francisco to Pearl Harbor on course 240° FGC at 90 RPM. At 0730 c/c to 241° FGC. At 0925 c/c to 240° FGC. At 0932 sounded general alarm for drill. At 0940 secured all hands from general quarters except gun crews. Extensive gun drill under direction of gunnery officer and gun captains in progress until 1030. At 1035 started steering gear drill for all deck officers. Instruction given in procedure of changing from telemotor to electric steering. Made several shifts from one to other as demonstration. At 1105 secured from steering gear drill. At 1238 increased speed to 96 RPM. At 1339 c/c to 239° FGC. At 1533 sounded fire alarm for drill, entire crew drilled in stations and used of new fire fighting equipment. At 1556 secured from fire drill. Regular condition II watch set at sunrise and sunset. Weather partly cloudy to clear. Sea moderate, wind slight southerly.

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

29 March 1944 (continued)

At Sea

Position 0800 - Lat. 30° 26' N
Long. 143° 25' W

1200 - Lat. 29° 50' N
Long. 144° 55' W

2000 - Lat. 28° 40' N
Long. 147° 15' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

† 8 Zone
30 March 1944

At Sea

Enroute San Francisco to Pearl Harbor on course 239° PGC at 96 RPM. At 0135 c/c to 236° PGC at 0856 changed to hand electric steering. At 0945 sounded general alarm for drill. At 1000 commenced target practice. Expended 5 rounds 5"-51 at surface target, 28 rounds of 3"-50 at balloons and surface target, 492 rounds of 20 MM at balloons. Secured drill at 1040. At 1200 c/c to 231° PGC. Radar made several contacts with surface craft and aircraft all at distances over 15 miles, none of which were visible. Weather partly cloudy with overcast in afternoon with occasional squall and rain.

Position 0800 - Lat. 26° 45' N
Long. 150° 27' W

1200 - Lat. 26° 02' N
Long. 151° 43' W

2000 - Lat. 24° 32' N
Long. 153° 42' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

+ 9½ Zone

31 March 1944

At Sea

Enroute San Francisco to Pearl Harbor on course 231° PGC at 95 RPM. Radar contacted land bearing 170° T to 185° distance 60 miles. At 0855 shifted to hand steering using telemotor. At 0900 c/c to 206° PGC, steered various courses approaching Makapu Point. At 1055 turned on degaussing. At 1110 Makapu Point abeam. At 1148 arrival at Oahu Island, Diamond Head abeam starboard side bearing 355° T. At 1156 shifted to maneuvering speed. At 1255 Pilot Bos'n T.A. Miechursky aboard just after entering Pearl Harbor. At 1356 moored to X-14 berth Pearl Harbor, T.H., awaiting shift to dock. At 1803 Pilot Miechurski returned to ship and with aid of Tugs 119 and 146, maneuvered the ship to berth K-11. At 1932, passengers including 6 officers and 93 enlisted men left the ship. At 2000 commenced unloading operations. Weather cloudy with occasional light mist.


R. C. HORNE,
Lieut., D-V(S), USNR

AK41/A12-1
Serial 068

U. S. S. HERCULES #

F-48

3 May 1944.

CONFIDENTIAL

From: The Commanding Officer.
To : ~~The~~ Commander-in-Chief, United States Fleet.

Subject: War Diaries.

Reference: (a) Cominch rest ltr FF1/A12-1/A16-3,
serial 7152, 29 October 1943.

Enclosure : ~~(A)~~ War Diary for Month of April 1944.

1. In accordance with reference (a), enclosure
(A) is forwarded herewith for the month of April 1944.


W. H. TURNQUIST

cc: CinCPac

U. S. S. HERCULES

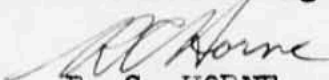
WAR DIARY

CONFIDENTIAL

1 April 1944

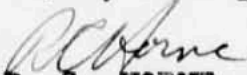
Moored

Moored in Navy Yard Pearl Harbor berth K-11 in accordance with Port Director's orders #WP/14-H/MS received in San Francisco. The next highest echelon being Squadron Eight, Service Force of Pacific. Ship undergoing unloading operations. Regular port routine and security watches maintained. Weather partly cloudy with occasional light rain.


R. C. HORNE,
Lieut., D-V(S), USNR

2 April 1944

Moored as before at berth K-11 unloading operations continued. At 1250 completed unloading operations. Commenced preparing for sea in compliance with orders received from Port Director's Office, Pearl Harbor orders #PD - 0070. The next highest echelon being Service Force Squadron Eight. Orders were originally set up to sail at noon, but changes resulted in sailing date being set for 0900, 3rd April.


R. C. HORNE,
Lieut., D-V(S), USNR

Zone + 9
3 April 1944

At Sea

As before moored at berth K-11 awaiting sailing time. At 0849 underway standing out channel on various courses and speeds conforming to channel. Enroute Pearl Harbor to San Francisco in accordance with Port Director's orders #PD-0070. At 0910 Pilot left ship and Captain took the Coon. The next two hours were spent approximately two (2) miles off Diamond Head steering various courses to Calibrate Radio Direction Finder. At 1145 finished calibrating on frequencies 318 Kcs and 480 Kcs and too departure on course 068° PGC at 88 RPM.

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

Zone + 9

3 April 1944 (continued)

At Sea

Degaussing secured at 1445. Regular underway procedure carried out throughout rest of the day.

Position: 0800 (In Port)

1200: Lat $21^{\circ} 16' N$
Long $157^{\circ} 42' W$

2000: Lat $22^{\circ} 27' N$
Long $155^{\circ} 55' W$

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

Zone + 9

4 to 8 April 1944 (inclusive)

At Sea

Underway enroute Pearl Harbor to San Francisco. Operations routine. Various course adjustments conforming to routing instructions. Several radar contacts were made all of which were at distances outside visibility range. No unusual activity during these days. Weather was mild with occasional light squalls.

Positions:

4 April 1944

5 April 1944

6 April 1944

0800 Lat $24^{\circ} 09' N$
Long $153^{\circ} 01' W$

Lat $27^{\circ} 23' N$
Long $146^{\circ} 54' W$

Lat $30^{\circ} 23' N$
Long $140^{\circ} 45' W$

1200 Lat $24^{\circ} 52' N$
Long $151^{\circ} 52' W$

Lat $27^{\circ} 56' N$
Long $145^{\circ} 58' W$

Lat $30^{\circ} 54' N$
Long $139^{\circ} 45' W$

2000 Lat $25^{\circ} 52' N$
Long $149^{\circ} 55' W$

Lat $28^{\circ} 53' N$
Long $143^{\circ} 59' W$

Lat $31^{\circ} 51' N$
Long $137^{\circ} 40' W$

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

Zone + 9
4 to 8 April 1944 (inclusive) (continued) At Sea

Positions:

	7 April 1944	8 April 1944
0800	Lat 33° 05' N Long 135° 00' W	Lat 35° 36' N Long 128° 35' W
1200	Lat 33° 32' N Long 133° 50' W	Lat 36° 03' N Long 127° 31' W
2000	Lat 34° 31' N Long 131° 23' W	Lat 36° 57' N Long 125° 27' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

Zone + 8
9 April 1944 At Sea

Enroute San Francisco. Steering various courses adjusted often during first part of night due strong northerly winds and heaving sea. Landfall made at 0330 by radar bearing 040° T distance 54 miles. At 0537 Farallon Islands abeam. At 0645 Pilot C. F. WHITE aboard. Various adjustments in course and speed to conform to channel entrance to Golden Gate, San Francisco Bay. At 0741 passed under Golden Gate Bridge. At 0835 dropped anchor, 60 fathoms in water. At 0943 underway to docking berth at Pier 54. At 1017 made fast to Pier 54. Pilot and docking master left ship. Routine Port Security measures taken awaiting loading operations scheduled to start 10 April 1944 at 0800.

Position: 0800 Lat 37° 49' N
122° 28' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

Zone + 8
10 April 1944

Moored

As before. Docked at Pier 54. At 0800 six (6) crews of stevedors started loading operations, worked holds #2 and #3 and #6 during this day. Routine security precautions enforced. Weather clear.



R. C. HORNE,
Lieut., D-V(S), USNR

10 to 15 April 1944

Moored

Moored at Pier 54 San Francisco, California undergoing loading operations. Routine port security measures exercised daily. Took on fuel and fresh water and provisions as usual.



R. C. HORNE,
Lieut., D-V(S), USNR

15 - 16 April 1944

Continued loading at Pier 54. At 1600 on 16th secured loading operations and started final work on securing deck cargo. At 1600 six (6) officer passengers and one hundred (100) enlisted men aboard for passage.



R. C. HORNE,
Lieut., D-V(S), USNR

Zone + 8
17 April 1944

At Sea

Moored at Pier 54 San Francisco awaiting orders to get underway following finishing of loading operations. At 0600 commenced preparations for getting underway. At 0700 Pilot Lt-Comdr Hubenette of Coast Guard aboard. At 0810 underway

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

Zone † 8

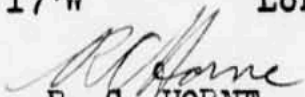
17 April 1944 (continued)

At Sea

with pilot at controls steering various speeds and courses conforming to channel. At 0829 turned on degaussing. At 0858 passed under Golden Gate Bridge. At 1004 pilot left ship. At 1010 took departure from Buoy 1, San Francisco in accordance with Orders #131 C & R issued by the Port Director San Francisco. The next higher echelon Service Force of the Pacific, Squadron EIGHT under Commodore Grey. At 1103 Farallon Island Lighthouse abeam. At 1110 set course at 263° T using 89 RPM. At 1130 secured degaussing.

Positions:

0800 SF	1200	Lat 37° 37' N	2000	Lat 37° 22' N
		Long 123° 17' W		Long 125° 59' W

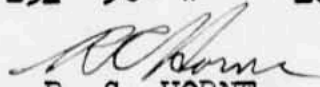

R. C. HORNE,
Lieut., D-V(S), USNR

18 April 1944

Enroute San Francisco to Pearl Harbor on course 262° PGC. At 89 RPM. At 0800 c/c to 244 PGC. Routine underway operations. No further remarks. Weather clear.

Positions:

0800	Lat 36° 46' N	1200	Lat 36° 20' N	2000	Lat 35° 35' N
	Long 130° 16' W		Long 131° 30' W		Long 133° 15' W


R. C. HORNE,
Lieut., D-V(S), USNR

19 April 1944

Underway enroute to Pearl Harbor on course 245° PGC at 92 RPM. At 1328 c/c to 242° PGC, at 91 RPM. Weather mild with light squalls. No further remarks.

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

19 April 1944 (continued)

Positions:

0800 Lat 34° 00' N 1200 Lat 33° 19' N 2000 Lat 32° 15' N
Long 137° 20' W Long 138° 42' W Long 141° 05' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

Zone + 9
20 April 1944

At Sea

Steaming enroute Pearl Harbor from San Francisco. Course 242° PGC at 92 RPM. At 1000 held General Quarters drill. At 1010 held short target practice expending two (2) rounds 5"-51 and one (1) round 3"-50 service ammunition. At 1020 secured drill and held abandon ship drill. At 1036 secured from all drills. At 1322 c/c to 236° PGC. Held instructions and firing practice for 20 mm during afternoon. Weather fair, sea slight.

Positions:

0800 Lat 30° 40' N 1200 Lat 30° 05' N 2000 Lat 28° 52' N
Long 144° 38' W Long 145° 56' W Long 148° 09' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

21 April 1944

Enroute Pearl Harbor on course 237° PGC at 92 RPM. Weather good, sea slight. Gunnery drills held in afternoon.

Positions:

0800 Lat 26° 59' N 1200 Lat 26° 19' N 2000 Lat 24° 43' N
Long 151° 27' W Long 152° 23' W Long 154° 10' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL

Zone † 9
22 April 1944

Enroute Pearl Harbor steering various courses to make landfall of Oahu Island at 0810. At 1200 Makapu Point abeam. At 1245 arrival off Diamond Head. Maneuvering speed and various courses to make Pearl Harbor entrance. At 1330 Pilot Mischurski aboard to pilot ship to berth X-15. At 1431 tied up to mooring buoys at X-15 Pearl Harbor.

Positions:

0800	Lat 22° 15' N	1200. - Pearl	2000 - Pearl
	Long 156° 57' W	Harbor	Harbor

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

23 April 1944

Moored

Moored at berth X-15 Pearl Harbor, Oahu, T.H. At 1500 tugs alongside and Pilot Lieut Brown aboard. At 1509 underway to shift berth to K-11. At 1546 received visual orders from Port Director to proceed armed ord Island, berth not facated. At 1730 tied up again temporarily to X-15. At 1810 underway again to berth K-11. At 1929 Pilot left ship tied up at berth K-11 awaiting unloading operations.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

24 April 1944

As before moored at K-11. At 0815 started unlaoding operations of holds #1 - 2 - 5 and 6. At 1300 started #3 hold unloading. Weather fair. No further remarks.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

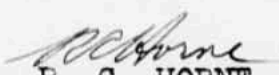
WAR DIARY

CONFIDENTIAL

Zone + 9
25 April 1944

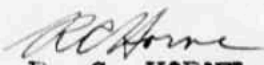
Moored

Moored at berth K-11 Pearl Harbor undergoing unloading operations. Usual port security measures exercised throughout day and night. Stevedors secured unloading at usual periods of work.


R. C. HORNE,
Lieut., D-V(S), USNR

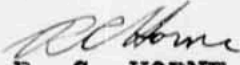
26 April 1944

As before moored at K-11. Received visual instructions, ship to be moored to berth K-8 under own power with assistance of tugs and pilot. At 0915 underway to berth K-8. At 0957 moored starboard side to Navy Yard Pearl Harbor, T.H. Unloading operations continuing.


R. C. HORNE,
Lieut., D-V(S), USNR

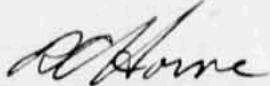
27 April 1944

Moored at berth K-8 Pearl Harbor T.H. undergoing unloading operations. No further remarks.


R. C. HORNE,
Lieut., D-V(S), USNR

28 April 1944

As before moored at Berth K-8. Unloading operations continued throughout the day.


R. C. HORNE,
Lieut., D-V(S), USNR

U. S. S. HERCULES

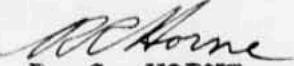
WAR DIARY

CONFIDENTIAL

Zone + 9½
29 April 1944

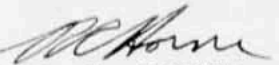
Moored

Moored at berth K-8. At 0200 secured all unloading operations. Received visual message from Port Directors Office at 0800 to be prepared to shift to X-14 at 1030. At 1207 Pilot Ensign Nordgren aboard. At 1233 underway. At 1329 made fast at berth X-14 alongside S.S. Cape Fear.


R. C. HORNE,
Lieut., D-V(S), USNR

30 April 1944

Moored at berth X-14. Yard workmen aboard working on generator. Supply Officer Lieut. M. MITTRICK transferred ship's money of sum total \$30,786.76 to new Supply Officer, Ensign Briggs. At 1917 S.S. Cape Fear left buoys and cast off lines from HERCULES at same time transferring commands to HERCULES.


R. C. HORNE,
Lieut., D-V(S), USNR

148
Reg. No.
U.S. No.

AK41/A12-1
Serial 107

U.S.S. HERCULES (AK-41)

6 June 1944.

SECRET

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.

Subject: War Diaries.

Reference: (a) Cominch rest ltr FF1/A12-1/A16-3,
serial 7152, 29 October 1943.

Enclosure: (A) War Diary for Month of May 1944.

1. In accordance with reference (a), enclosure
(A) is forwarded herewith for the month of May 1944.


W. H. TURNQUIST

Copy to:
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1944 JUN 24 16 48

COMMANDER-IN-CHIEF
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U.S.S. HERCULES (AK-41)
WAR DIARY

CONFIDENTIAL

Zone + 9½
1 May 1944

Moored

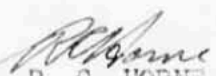
Moored at Berth X-14 Pearl Harbor, T.H. in accordance with visual orders issued by Port Director on 29 April 1944. This ship now assigned to Commander Transport Division TEN of Fifth Amphibious Forces, Service Force of the Pacific Fleet, temporarily for operations under Commodore PHILLIPS. No unusual conditions or remarks.


R. C. HORNE,
Lieut., D-V(S), USNR

2 - 18 May 1944

Moored

Moored at Berth X-14 as before awaiting further orders. No unusual operations or remarks during this period. Continual shifting of ships in and out of berths in the bay with several different ships tying up along side and shifting away from day to day. Usual precautionary measures taken for security and much of ship's time spent in drills for both officers and enlisted men. At 2300 received orders to be prepared to shift to Honolulu for loading operations.


R. C. HORNE,
Lieut., D-V(S), USNR

19 May 1944

Moored as before preparing to get underway to Pearl Harbor to load. At 0625 tugs were alongside and Pilot Ensign G. R. NORGIN aboard. At 0719 underway using various speeds and courses to conform to channel. Pilot at the Conn. At 0832 Pilot left ship just outside entrance to Pearl Harbor. Captain of ship at Conn on course 155°PGC. Steered various courses to make entrance to Honolulu. At 0937 Pilot HASSELGRAM

U.S.S. HERCULES (AK-41)
WAR DIARY

CONFIDENTIAL

19 May 1944 (continued)

aboard. At 0938 prepared starboard anchor for letting go. At 0944 Buoy #4 abeam starboard side. At 0953 secured degaussing. At 1010 tugs #45 and #249 alongside. At 1015 dropped one shot of anchor in water. At 1018 anchor on bottom, ship along side dock #40A. At 1035 ship secured to dock. At 1100 Pilot left ship. Loading Operations started at 1200.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

20 May 1944

Moored at dock 40 A Honolulu, T.H., undergoing loading operations. All regulations for Port Security issued by Port Director of Honolulu complied with. Fire watches set up and all possible precautions made for security of the ship and dock.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

21 - 23 May 1944

Moored as before at dock 40 A Honolulu, undergoing loading operations. Continued all security measures. Finished loading operations at 0500 the 23rd. At 1530 23 May underway from Honolulu to Pearl Harbor in accordance with visual message received from Port Director Honolulu. Pilot HASSELGRAM at the Conn from Pier 40 A to entrance Honolulu. At 1623 Pilot left ship. Captain at Conn steering various courses to conform to the channel. At 1710 received visual orders from Port Director, Pearl Harbor, T.H. to berth at X-14 Pearl Harbor mooring buoys. At 1727 entered Pearl Harbor with Pilot OLSON aboard at entrance. At 1753 Buoy #12 abeam. Degaussing secured. At 1800 received message from Port Director to change berth to X-9 starboard side to S.S. VANDERBILT. 1930 Pilot left ship. Ship made fast at berth X-9 mooring buoys. Regular Pearl Harbor security measures put in effect.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)
WAR DIARY

CONFIDENTIAL

† 9 $\frac{1}{2}$ Zone
24-29 May 1944

Moored

Moored at berth X-9 Pearl Harbor T.H. awaiting further orders. Ship completely loaded with some deck cargo. At 0915 on the 27th U.S.S. JUPITER tied up on starboard side. On the 28th at 1500 received 180 passengers enlisted Army and Marine and six officer passengers. Routine Pearl Harbor security measures in effect. Strict security against fire maintenance due to cargo.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

30 May 1944

At Sea

Moored as before at berth X-9 Pearl Harbor, T.H. preparing to get underway in accordance with visual orders from Port Director Pearl Harbor. At 1230 hoisted in gangway. At 1303 Pilot PETERSON at the Conn. At 1308 underway steering various courses to conform to channel. At 1353 Pilot away Captain at the Conn enroute Pearl Harbor to Eniwetok as part of Task Force Fifty Two. This vessel assigned to Transport Division TEN (52.3.1) with Captain MORRISON in command, the next highest echelon being TransGroup A (52.3) under Captain KNOWLES, all of which are a part of the Western Landing Group (52.2) under Rear Admiral HILL. The entire Task Force is part of the Fifth Amphibious Forces of Pacific Fleet. At 1417 took departure from Point X just off Bishop Point about three miles with Aloha tower bearing 068° T and Hickam Tower 346° T. At 1430 took station in cruising desposition 3 AL with U.S.S. ALHENA dead ahead and U.S.S. LINDENWOLD on the Port beam. At 1500 sounded General Quarters. A base course of 167° T was set with speed, 14 knots. Various changes in course and speed were made in station keeping. At 1600 commenced Zig Zag Plan #6 using base course of 245°. Zone time was changed to † 9 at 0230 in accordance with message from Flag Ship.

Positions:

0800	1200	2000
Pearl Harbor, T.H.	Pearl Harbor, T.H.	Lat. 21° 17' N Long. 157° 56' W

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)

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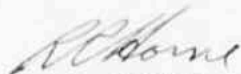
‡ 9 Zone
31 May 1944

At Sea

Underway enroute Eniwetok, Marshall Islands in Convoy with Transport Division TEN, EIGHTEEN and TWENTY EIGHT together with screen and aircraft covery groups. Several training exercises were held. At 0930 to 1130 maneuvering practice was held in accordance with USF 10 A Exercises 6 (E). At 1330 to 1430 Exercises 12 (C) was held which was target practice for anti-aircraft machine guns. 1500 to 1520 offset practice for destroyers, 1530 to 1630 surface tracking exercise 2 (B).

Positions:

0800 - Lat 19° 15' N 1200 - Lat 18° 48' N 2000 - Lat 18° 00' N
 Long 159° 35' W Long 160° 32' W Long 162° 05' W



R. C. HORNE,
Lieut., D-V(S), USNR

AK41/A12-1
Serial 119

U.S.S. HERCULES (AK-41)

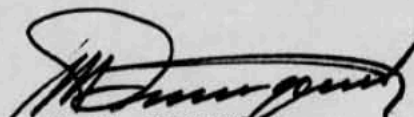
Reg. No. 171
R. S. No. 20 JUL 1944

8 July 1944.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subject: War Diaries.
References: (a) Cominch rest ltr FF1/A12-1/A16-3, serial 7152,
dated 29 October 1943.
Enclosure: (A) War Diary for month of June 1944.

1. In accordance with reference (a), enclosure (A) is forwarded herewith for the month of June 1944.


W. H. TURNQUIST

cc: CinCPac

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U.S.S. HERCULES (AK-41)

WAR DIARY

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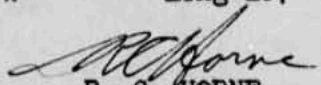
Zone + 9
1 June 1944

At Sea

Enroute Eniwetok from Pearl Harbor in accordance with Secret Orders CTF Attack Order All-44 received from Fifth Amphibious forces of Pacific Fleet, Pearl Harbor. This ship assigned to Task Unit 52.3.1 of Task Group 52.16. The next highest echelon being TransGroup A 52.3 under Captain KNOWLES which is all part of the Western Landing Group 52.2 under Rear Admiral HILL. This ship assigned to Transport Division TEN, U.S.S. CLAY, flagship. Steering various z/z and emergency turns together with numerous tactical exercises. At 0800 a base course was being used of 245° PGC, and a speed of advance of 12.5 knots. At 0835 commenced towing spar buoy. At 0927 ceased z/z and commenced maneuvering drills. At 1005 carrier astern reported two (2) torpedoes, one passing across the bow from the port side and the other passing astern from the port side. Emergency maneuvers were made. The reported torpedoes were about in the same area as the spar being towed by this ship. No sight from this ship of the torpedoes, was reported. At 1130 secured from drill. Weather clear to partly cloudy, sea mild with slight swells, wind astern on base course.

POSITIONS:

0800 - Lat $17^{\circ} 47' N$ 1200 - Lat $16^{\circ} 30' N$ 2000 - Lat $16^{\circ} 05' N$
 Long $164^{\circ} 50' W$ Long $165^{\circ} 30' W$ Long $167^{\circ} 07' W$


 R. C. HORNE,
 Lieut., D-V(S), USNR

Zone + 10
2 June 1944

Enroute Eniwetok from Pearl Harbor as before on base course 245° PGC using various z/z plans. At 0345 ceased z/z and resumed base course. At 0345 heavy mist settled making visibility zero at times. At 0900 held maneuvering drills for all ships. Secured at 1130. At 1330 held exercise in target practice for AA batteries. Only 20 MM and 30 Cal. Machine Guns fired at sleeve towed by plane. Expended 213 rounds 20 MM. At 1430 secured firing drill. At 1500 condition watches on three-inch battery were given exercise in firing at bursts from large AA guns, 10 rounds $3''/50$ were fired. Weather clear, sea mild, wind from NE force 15 knots.

U.S.S. HERCULES (AK-41)

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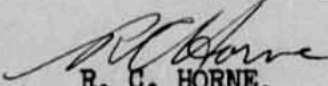
WAR DIARY

Zone + 10
2 June 1944 (continued)

At Sea

POSITIONS

0800 - Lat 15° 02' N 1200 - Lat 14° 37' N 2000 - Lat 14° 05' N
Long 169° 22' W Long 169° 36' W Long 172° 35' W


R. C. HORNE,
Lieut., D-V(S), USNR

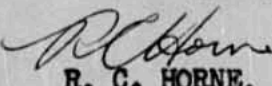
Zone + 10
3 June 1944

At Sea

Steaming as before enroute Pearl Harbor to Eniwetok, Marshall Islands using a base course of 248° PGC, speed 14 knots. At 0936 ceased z/z and resumed base course. At 0938 commenced maneuvering drills. At 1005 radar secured for repairs. At 1059 ceased maneuvering drills. At 1115 resumed z/z using Plan #6. At 1330 exercised crew at General Quarters. At 1334 held target practice for 20 MM guns. 794 rounds of 20 MM ammunition expended. At 1430 secured from General Quarters. At 1900 retarded clocks one hour changing to plus eleven zone time. Weather clear with scattered clouds, sea mild. Wind northeast force average 15 knots.

POSITIONS

0800 - Lat 12° 55' N 1200 - Lat 12° 27' N 2000 - Lat 11° 50' N
Long 175° 45' W Long 175° 08' W Long 177° 00' W


R. C. HORNE,
Lieut., D-V(S), USNR

Zone + 11
4 June 1944

At Sea

As before enroute Eniwetok, Marshall Islands using a base course of 248° PGC and z/z Plan 6, Page 10. At 0143 U.S.S. CLAY hoisted break down signal and left convoy. At 0225 U.S.S. CLAY resumed position in Convoy. At 0332 exercised crew at General Quarters. At 0610 secured

U.S.S. HERCULES (AK-41)

CONFIDENTIAL

WAR DIARY

Zone + 11
4 June 1944 (continued)

At Sea

from General Quarters. At 0930 held tactical exercises. At 1046 sounded General Quarters and exercised crew in fire drill. At 1130 secured from tactical exercises and resumed z/z. At 1145 secured from all drills. At 1500 retarded clocks one hour to minus twelve zone time. Weather fair, sea mild, wind northeast force about 16 knots.

POSITIONS:

0800 - Lat 11° 00' N 1200 - Lat 10° 41' N 2000 - Lat 10° 00' N
Long 179° 00' W Long 179° 58' E Long 178° 13' E

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

Zone - 12
5 - 6 June 1944

At Sea

Enroute Pearl Harbor to Eniwetok, Marshall Islands on base course 248° PGC using z/z Plan #6 at speed of 14 knots, usual General Quarters at dawn and sunset. At 0810 commenced maneuvering drills. At 0848 sounded General Quarters for target practice. Expended 216 rounds of 20 MM ammunition. At 0855 secured General Quarters and maneuvering exercise. At 0931 resumed z/z on Plan #6 USF 10-A. At 1330 exercised crew at damage control. At 2305 ceased z/z and resumed base course. At 2315 course and axis changed to 268° PGC. At 2335 commenced z/z in accordance with Plan #6, USF 10-A.

POSITIONS:

0800 - Lat 9° 07' N 1200 - Lat 8° 36' N 2000 - Lat 8° 17' N
Long 176° 06' E Long 175° 01' E Long 174° 12' E

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

7 June 1944

At Sea

As before enroute Eniwetok from Pearl Harbor on base course 268° PGC using z/z plan #6. Usual tactical exercises carried out throughout the day by entire convoy. At 2300 changed base course and axis to 291° PGC using a speed of approximately 12 knots advance. Weather fair, sea slight.

U.S.S. HERCULES (AK-41)

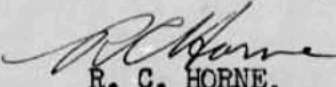
WAR DIARY

CONFIDENTIAL

7 June 1944 (continued)

POSITIONS:

0800 - Lat $7^{\circ} 39' N$ 1200 - Lat $7^{\circ} 54' N$ 2000 - Lat $8^{\circ} 15' N$
Long $172^{\circ} 32' W$ Long $170^{\circ} 40' E$ Long $169^{\circ} 04' E$



R. C. HORNE,
Lieut., D-V(S), USNR

8 June 1944

As before on base course 291° PGC. At 0335 c/c to 307° PGC using z/z plan #6. At 0759 land sighted bearing 018° . At 0929 ceased z/z and resumed base course and commenced maneuvering drills. At 1345 changed base course to 299° PGC. At 2038 c/c to 301° PGC.

POSITIONS:

0800 - Lat $9^{\circ} 09' N$ 1200 - Lat $9^{\circ} 31' N$ 2000 - Lat $10^{\circ} 25' N$
Long $166^{\circ} 48' E$ Long $166^{\circ} 06' E$ Long $164^{\circ} 22' E$



R. C. HORNE,
Lieut., D-V(S), USNR

9 June 1944

At Sea

Zone - 11

Enroute Eniwetok from Pearl Harbor, T.H. on base course 301° PGC. At 0446 usual general quarters sounded, secured at 0533. At 0617 arrival just outside Eniwetok Atoll. At 0742 entered Eniwetok Lagoon. At 0836 dropped anchor with 75 fathoms in water. Anchored in berth 214 Eniwetok lagoon. Weather clear, sea mild.


R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)

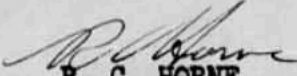
WAR DIARY

CONFIDENTIAL

Zone -11
10 June 1944

At Anchor

Anchored as before in berth 214 Eniwetok Lagoon. At 0815 received message by radio to go alongside AO-71, take fuel. At 0923 anchors aweigh, underway to shift berth to 260 alongside, U.S.S. NASHONIE (AO-71). At 1140 commenced taking on fuel. At 1330 finished taking on 2100 barrels of fuel. At 1335 underway returning to berth 214. At 1423 let go port anchor in berth 214. At 1500 received ammunition for 20 MM and .30 caliber to fill allowance. At 2239 sounded General Alarm for Red-Flash Air Raid Alarm received over radio. Secured General Quarters at 2317.

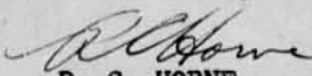

R. C. HORNE,
Lieut., D-V(S), USNR

11 June 1944

Anchored as before. Commenced preparation for getting underway. At 0700 ship was ready to get underway for sea. At 0930 took departure in accordance with Secret Operation Plans of Task Force 52.16 enroute Saipan Island, Marianas Group. Set course to 270° PGC, average speed 65 RPM. At 1308 c/c to 289° PGC using z/z Plan #6 U.S.F. 10A. At 1840 set condition 1. Secured at 1900. At 1930 ceased z/z resumed base course speed 13 knots. At 2309 resumed z/z. Weather clear sea mild.

POSITIONS

0800 - Lat	1200 - Lat	11° 12' N	2000 - Lat	11° 43' N
Long	Long	162° 28' E	Long	160° 38' E


R. C. HORNE,
Lieut., D-V(S), USNR

12 June 1944

Steaming as before on base course 285° PGC, no z/z. At 0020 resumed z/z at 0530 c/c to 290° PGC. At 0900 held fire drill, secured at 0920. At 1140 c/c to 250° PGC, speed reduced to 11 knots. At 1400 retarded clocks one (1) hour to -10 Zone Time. At 1635 decreased speed

U.S.S. HERCULES (AK-41)

WAR DIARY

CONFIDENTIAL

Zone -10


13 June 1944 (continued)

At Sea

to eleven knots. The fleet axis remained at 290° PGC, the course 250° PGC. At 1904 fleet axis and course changed to 285° PGC. Ceased z/z. Usual General Quarters at sunrise and sunset. Weather good, sea mild.

POSITIONS

0800 - Lat 14° 42' N 1200 - Lat 14° 12' N 2000 - Lat 14° 45' N
Long 153° 44' E Long 152° 56' E Long 151° 22' E



R. C. HORNE,
Lieut., D-V(S), USNR

14 June 1944

As before enroute Saipan from Eniwetok on base course of 285° PGC. At 0012 changed speed to 11.2 knots. At 0945 ceased z/z. At 0949 fleet course and axis changed to 277° PGC. Usual course and speed adjustments throughout the day. Average speed 14 - 15 knots. At 2000 ceased z/z resumed base course. At 2020 c/c to 292° PGC. At 2340 c/c to 277° PGC. Usual General Alarm at sunrise and sunset. Weather and sea, favorable.

POSITIONS

0800 - Lat 14° 37' N 1200 - Lat 14° 47' N 2000 - Lat 15° 23' N
Long 149° 06' E Long 148° 09' E Long 146° 37' E


R. C. HORNE,
Lieut., D-V(S), USNR

15 June 1944

At Sea

Steaming enroute Saipan Island, Marianas Islands from Eniwetok on base course of 247° PGC speed 8 knots. At 0025 c/c to 277°. At 0040 c/c to 289° PGC. At 0050 land sighted on port bow bearing 217°

U.S.S. HERCULES (AK-41)

WAR DIARY

CONFIDENTIAL

Zone - 10
15 June 1944

PGC, distance 25 miles. Numerous flares, and gun flashes were seen during the watch which apparently were combat action on Saipan Island. There were various maneuvers during the mid-watch as the result of a submarine contact and capture by depth charge warfare from a destroyer. No action was visible, but radio reports told of sinking and capture of prisoners. At 0645 heaved to awaiting orders. At 0648 received message from Division Commander to enter designated area at discretion and form demonstration group action as per Task Force Plans A-11-44. This was done with other ships putting boats (LCVPs) in water as assigned. A simulated attempt to land was made. At 0900 boats returned to their ships and were put aboard. All ships of Transport Division TEN got underway to move in closer to the Transport Area assigned, originally the assignment was Area 1, but this was changed to Area 3. At 1255 arrived in Transport Area #3 and transferred five (5) LCVPs to USS NEVILLE in accordance with task force instructions. At 1755, LCVP #7 returned to ship with one (1) wounded marine shot in the foot. He was brought aboard and treated by the Medical Officer. At 1840 Air Flash Red was sounded and ship went to General Quarters. At 1848, six (6) enemy (Jap) planes unidentified as to type were sighted on the starboard bow closing in. Heavy anti-aircraft fire met them from all ships and they were turned away after dropping several ineffective bombs from approximately 15,000 feet and at a range about 5,000 yards. A small bomb or delayed projectile was seen to fall and explode in the water approximately 100 yards on the port quarter. This ship fired seven (7) rounds of 3"/50, several rounds of .50 calibre manned by Army passengers and several rounds of .30 calibre all of which was ineffective. At 1930 underway with Transport Division TEN in regular cruising formation with Transport Division EIGHTEEN on our starboard side, taking leave from the Transport Area on base course 262° PGC, speed 13 knots. At 1955 secured from General Quarters.

POSITIONS:

0800 - Approximately 9 miles off shore of Saipan Island, northwest side.	1200 - Approximately 4 miles off Saipan Island, west side.	2000 - Approx. 10 miles off west side of Saipan Island.
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R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)

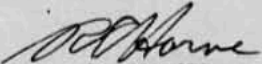
WAR DIARY

CONFIDENTIAL

Zone - 10

16 June 1944

As before underway leaving Transport Area #3 in accordance with orders from Transport Division TEN. Transport Division EIGHTEEN and TEN in convoy cruising on course 262° PGC. At 0013 c/c to 180° PGC. At 0030 c/c to 087° PGC average speed 14 knots. At 0248 Air Flash Red, sounded General Quarters. Bogies were reported following the convoy on bearings 147° PGC and 332° PGC at distance 10 - 15 miles. At 0520 several enemy planes were fired on at different bearings and distances. This ship could see and fired on only two (2) Jap planes, one was identified as fighter type but not as to exact name. All ships in that Transport Area #3 as well as others fired. No planes were seen to be shot down, although it is probable some damage was done. This ship fired eleven (11) rounds of 3"/50, 234 rounds of 20 MM, as well as several rounds of .50 caliber and .30 caliber. The estimated closest range was 3000 yards at estimated altitude of 10,000 feet bearing 045° T. Maneuvered ship in figure eight courses and attempted to use all smoke and cloud and squal protection. At 1132 anchored off Saipan Island in designated area. At 1521 shifted berth. At 1754 anchored in 35 fathoms. At 1814 ship underway in convoy to leave area. On course 047° speed 14 knots. Ship assigned station astern U.S.S. LINDENWALD.


R. C. HORNE,
Lieut., D-V(S), USNR

17 June 1944

Steaming as before in convoy on various courses, average speed about 14 knots. Maneuvers were simple to get convoy out of area. At 0635 dropped anchor in 15 fathoms of water at assigned berth. At 0825 YMS-296 alongside for rations and water. At 1040 29 marines reported aboard for equipment. At 1140 LCM alongside with 95 Army men under Captain Bishop. Cargo unloading started at 1230. At 1759 sounded General Quarters for Air Flash Red. At 1802 heaved in anchor and prepared to get underway. At 1819 proceeding to sea. At 1848 commenced firing on aircraft. At 1915 ceased firing. At 1937 Flash White, secured from General Quarters. 32 rounds of 3"/50 were fired, 165 rounds of 20 MM. Maneuvered in area until 2029 when let go anchor in assigned anchorage area to the northward. All possible effort was made to continue unloading operations, but was unsuccessful

U.S.S. HERCULES (AK-41)

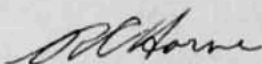
CONFIDENTIAL

WAR DIARY

Zone - 10

17 June 1944 (continued)

due to absence of boats. Fighting ashore was reported as seriously severe. At 2300 a sea plane, PBM #9, was tied up astern. Pilot Blocker came aboard. Message was sent via radio to control vessel who advised to have pilot stand by with plane until salvage boat arrived. His plane was reported slightly damaged by bomb dropped near-by during the air attack at sunset. A Jap plane was seen to make a definite attempt to bomb and strafe the 5 PBM planes and the fueling boat nearby, no serious damage could be seen from the ship. 23 rounds of 3"/50 were fired at this plane at a range of approximately 4,000 yards bearing 185° relative.


R. C. HORNE,
Lieut., D-V(S), USNR

18 June 1944

Anchored in berth A-16. At 0205 boat picked up Pilot Lieut. Blocker and plane was towed away. At 0325 two (2) LCM boats alongside to unload. At 0423 sounded General Quarters. At 0432 received order from Control Vessel to get underway. At 0442 anchor aweigh, underway condition exists. At 0522 opened fire at Jap plane with 3"/50, 24 rounds expended, 372 rounds 20 MM. A bomb estimated at about 100-lb type was dropped by Jap plane in a definite attack on this ship approx. 200 yards off the port bow. Only forward 3"/50 guns could fire until he was past the beam starboard side, because of cargo rigging. At this point 20 MM starboard battery picked up target and fired 37 0 rounds. It appeared there were several hits and the report was made by observers that part of the permanent landing gear was shot away, thus constituting a "probable" as the plane at approximately 3000 yards took a decided dip, pulled up and disappeared into the clouds. At 0545 Air Flash White. At 0702 commenced unloading operations. At 1756 sounded General Alarm for Air Flash Red. In the distance approximately six (6) miles away a formation of twelve (12) Jap planes were visible at high altitude. Shortly after an interception could be seen in which three planes were seen to be knocked out. Several dog-fights

U.S.S. HERCULES (AK-41)

WAR DIARY

CONFIDENTIAL

Zone - 10
18 June 1944 (continued)

At Sea and Anchor

were visible and one parachute seen to drop from the plane shot down. No attack was made on the Island or ships in our area. At 1805 commenced unloading while still in condition Red. Ship maneuvered slowly into anchorage B-60. At 1857 secured from General Quarters. At 1937 dropped anchor in Berth B-60, unloading operation underway. At 2130 an amphibious tank LVT sank on our port beam after an attempt had been made to get it to the jumbo boom at #6 hold to be hoisted. The cause of its sinking is unknown. Severe fighting continued ashore.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

19 June 1944

Anchored in Saipan Harbor discharging cargo. All holds were worked and progress was good throughout the day and night. General Quarters was sounded at sunrise and sunset periods, but no firing of guns developed. At 2100 injured patient, U. S. Marine, brought aboard.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

20 June 1944

Anchored as before in Berth B-60 Saipan Harbor, Saipan Island, Marianas. Unloading operations continuing. No General Quarters throughout the day. At 2138 a major explosion took place ashore, which was later found to be one of our ammunition dumps.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

21 June 1944

Anchored as before. Unloading operations were slowed down due to lack of supply of boats. At 1100 YMS 292 alongside for provisions and fresh water. No air raids, but fighting ashore continued savagely.

R. C. Horne
R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)

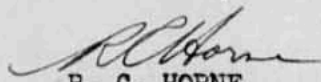
WAR DIARY

CONFIDENTIAL

Zone - 10
22 June 1944

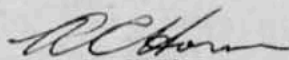
Anchored

Anchored as before, at 0115 sounded Air Flash Red. Several bogies were fired at by land based AA guns controlled by Radar. At 0214 secured General Quarters with Air Flash White. At 0230 a Jap dive bomber dove across the ship's bow from port side approximately 500 yards away and dropped four (4) bombs near the U.S.S. LIVINGSTON, which was on our starboard beam approximately 5000 yards away. At 0553 secured from General Quarters. At 1230 transferred all casualty patients to U.S.S. MONROVIA. Unloading operations continued throughout the day. At 2305 shells were seen to come from about 200° true which would indicate they were fired from Tinian Island. Shells were reported passing overhead. At 2340 Air Flash Red was given and General Quarters set. At 2357 smoke boats started preparing to make smoke.


R. C. HORNE,
Lieut., D-V(S), USNR

23 June 1944

Anchored as before in berth B-60, Saipan Harbor unloading operations continuing. At 0002 first smoke produced on port bow the windward side. At 0150 Air Flash Blue was given and condition II set. At 0310 Air Flash White was given. At 0338 Air Flash Blue was given and warning of low flying planes given. It was reported that a torpedo was dropped by a plane, but missed its mark. It was also reported that during the shelling from Tinian a YMS was hit putting a hole in its side. At 0545 Air Flash White given. At 1830 received message by visual to prepare to get underway immediately. At 1852 underway taking station astern of U.S.S. JUPITER in retirement formation. At 1905 radar watch was set and condition II gun watches put in effect. At 2040 on course 275° PGC, speed 13 knots. Weather fair, sea slight, sailing conditions ideal.


R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)

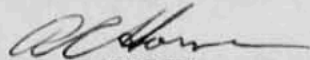
WAR DIARY

CONFIDENTIAL

Zone - 10
24 June 1944

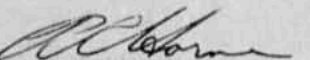
At Sea

Underway on retirement sortie from Saipan Island, Marianas for the night on course 275° True in convoy with eleven transports and escorts, speed 13 knots. At 0000 c/c to 230° PGC. At 0055 changed course to 180° PGC. At 0640 c/c to 110° ceased z/z. At 0730 arrival Saipan Harbor. At 0737 secured guns and radar watches to be able to work cargo. At 0819 anchored in berth B-60. At 0840 started unloading operations. At 1917 sounded General Alarm for Air Flash Red. At 1943 secured General Quarters. At 2048 Air Flash Red reported. Sounded General Quarters. At 2206 Flash White was given, secured from General Quarters. Smoke was made as ordered during the Air Flash Red and proved very effective. The enemy used several star shells in an attempt to illuminate ships, but apparently were not able to as no bombs were reported dropped and only a few shots fired at the plane which was visible only while the flares were directly overhead.


R. C. HORNE,
Lieut., D-V(S), USNR

25 June 1944

Ship at anchor in berth B-60 in Saipan Harbor on west side the island. Unloading operations continued until 1053 when all unloading was finished. At 1230 started to disembark Army personnel. At 1250 transferred four casualty passengers. At 1712 underway in accordance with radio message received from O.T.C. In convoy with ten other ships and escorts, in sortie for retirement from the combat area. Base course 302° PGC at 1825 c/c to 272° PGC. Weather and sea ideal for sailing.


R. C. HORNE,
Lieut., D-V(S), USNR

26 June 1944

Steaming as before using various speeds and courses on retirement sortie in convoy with average speed of 13 knots. At 0530 steaming on

U.S.S. HERCULES (AK-41)

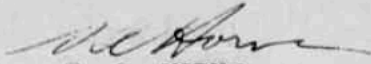
WAR DIARY

CONFIDENTIAL

Zone - 10
26 June 1944 (continued)

At Sea

course 087° independantly toward anchorage. At 0646 anchored in Berth B-60 Saipan Harbor. At 0950 transferred six casualty patients to U.S.S. FREMONT. At 1129 Air Flash Red sounded General Alarm. At 1136 secured General Alarm Air Flash White. At 1829 underway in accordance with Secret Orders received by radio message NPM NR 5399 from Commander Task Force 51.0 to Task Group 51.1 dated 26 June 1944. At 1925 set course of 013° PGC using speed of 9 knots. At 2107 changed course to 103° PGC. At 2205 commenced zig-zagging. At 2250 ceased zig-zagging. Weather fair, sea mild.

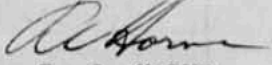

R. C. HORNE,
Lieut., D-V(S), USNR

27 June 1944

Enroute Eniwetok from Saipan in convoy with U.S.S. JUPITER and U.S.S. ELECTRA and eight other ships. At 0500 commenced z/z on Plan #6 U.S.F. 10A. At 0650 ceased z/z, resumed base course. At 0730 resumed z/z at speed of 14 knots. Sea moderate, weather fair.

POSITIONS:

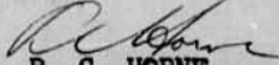
0800 - Lat 14° 57' N 1200 - Lat 14° 46' N 2000 - Lat 14° 27' N
Long 148° 04' E Long 148° 58' E Long 150° 30' E


R. C. HORNE,
Lieut., D-V(S), USNR

28 June 1944

As before enroute Eniwetok from Saipan on base course 103° PGC At 0652 c/c to 013° ceased z/z. At 0700 c/c to 103° PGC resumed z/z. At 0902 c/c to 101° PGC speed 14 knots. At 2338 ceased z/z resumed base course of 101° PGC, 110 PSC. Weather fair, sea moderate.

0800 - Lat 13° 45' N 1200 - Lat 13° 42' N 2000 - Lat 13° 25' N
Long 153° 35' E Long 153° 54' E Long 155° 35' E


R. C. HORNE,
Lieut., D-V(S), USNR

U.S.S. HERCULES (AK-41)

WAR DIARY

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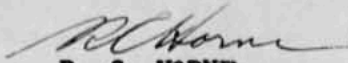
Zone - 10
29 June 1944

At Sea

Enroute Eniwetok from Saipan on base course 101° PGC speed 14 knots. At 0515 commenced z/z on Plan #6. At 1000 held fire drill, secured at 1015. At 1055 c/c to 103° PGC. Weather fair, sea mild.

POSITIONS:

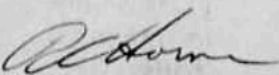
0800 - Lat 13° 02' N 1200 - Lat 12° 47' N 2000 - Lat 12° 24' N
Long 157° 55' E Long 158° 45' E Long 160° 20' E


R. C. HORNE,
Lieut., D-V(S), USNR

30 June 1944

Enroute Eniwetok from Saipan in Convoy with U.S.S. JUPITER and U.S.S. ELIZABETH and eight other ships, the U.S.S. CUSTER being our unit guide, on course 103° at 14 knots. At 0526 land fall Eniwetok bearing 150° true. At 0608 ceased z/z, commenced maneuvering toward Eniwetok Lagoon. Because of traffic through the entrance, the entire convoy was forced to maneuver outside until about 1130, when the U.S.S. CUSTER followed by this ship entered the lagoon. At 1237 let go starboard anchor with sixty fathoms in the water. Anchored in berth 236 awaiting further orders. Weather fair - sea slight.

Position 0800:- Off Eniwetok entrance.


R. C. HORNE,
Lieut., D-V(S), USNR

AK41/A12-1
Serial: 147

U.S.S. HERCULES (AK41)

Reg. No. 202

R. S. No. 92 AUG 10 1944

1 August 1944

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subject: War Diary.
Reference: (a) Cominch rstr ltr FF1/A12-13, serial 3899, of
19 October 1942.
Enclosure: (A) War Diary.

1. In accordance with reference (a), enclosure (A)
is forwarded herewith, covering period from 1 July 1944, to
31 July 1944, inclusive.


W. H. TURNQUIST

82579

CONFIDENTIAL

U.S.S. HERCULES
WAR DIARY

Zone -11

At Anchor
Berth 236 Eniwetok Lagoon

1 July 1944

Awaiting orders to proceed. At 0940 received eight Marine Officer casualties and nineteen enlisted Marine casualties for transportation to Pearl Harbor. At 1845 weighed anchor to get underway in accordance with orders received from the Shipping Control Officer, Forward Area (SCOFA) Central Pacific dated 1 July 1944. Manuevered out channel astern of U.S.S. ELECTRA to form up in convoy including one other ship the U.S.S. JUPITER. At 2057 commenced Z/Z on base course 114° p.g.c. using Plan 6 of USF10A speed of advance 12.5 knots. Weather and sea good.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

2 July 1944

Steaming enroute Eniwetok to Roi on base course 114° p.g.c. used Z/Z Plan 6. At 1314 changed course to 112° p.g.c. with speed about 53 rpm or 11 knots. At 2010 changed course to 103° p.g.c. At 2100 increased speed to 13 knots.

Position 0800 - Latitude 10° 55' N., Longitude 163° 30' East
Position 1200 - Latitude 10° 33' N., Longitude 164° 20' East
Position 2000 - Latitude 09° 51' N., Longitude 165° 51' East

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

3 July 1944

Enroute Eniwetok to Roi on course 103° p.g.c. using Z/Z Plan 6. At 0330 radar contacted land bearing 110° p.g.c. distance 17 miles. At 0430 reduced speed to 6 knots. At 0438 changed course to 140° p.g.c. At 0451 changed speed to 10 knots. 0557 - No. 2 buoy abeam starboard side. 0559 entered Kwajalein Atoll. At 0610 motor launch alongside. 0640 - Pilot Lt. Horne aboard. 0705 - Let go starboard anchor with 60 fathoms of chain in 6½ fathoms of water. At 1300 - SCL364 alongside for water (1200 gals.). At 1600 finished watering SCL364. Weather good, sea calm.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

2

U.S.S. HERCULES
WAR DIARY

CONFIDENTIAL

Zone -11

At Anchor
Roi - Namur Island

4 July 1944

At 0900 started loading cargo consisting of four LCVP'S. No further cargo operations. Awaiting further instructions and cargo.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

5 July 1944

Anchored as before. No cargo operations throughout the day.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

6 July 1944

Anchored as before. At 0900 YMS alongside for fresh water.(1350 gals.) At 1055 started loading cargo, and continued throughout rest of the day.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

7. July 1944

Anchored as before off Roi - Namur Island. At 0206 finished loading cargo. At 1200 LCT No. 328 alongside to take 700 gallons of fresh water on and 350 feet of dunnage. At 1400 LCT away.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

8 July 1944

Anchored as before in berth B-5 off Roi - Namur Island. At 1015 commenced loading cargo per orders received from Port Captain. At 1230 received orders to cease loading from Port Daptain.

U.S.S. HERCULES
WAR DAIRY

CONFIDENTIAL

Zone -11

At Anchor
Roi - Namur Island

8 July 1944 (Cont.)

At 1300 - LCT 364 alongside to receive 300 gallons of fresh water. At 1330 - LCT cast off having completed taking on fresh water. During 1600-2000 watch all belly tanks loaded were unloaded back to the barge, we were awaiting orders to proceed to Kwajalein Island.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

9 July 1944

At anchor in berth B-5 off Roi - Namur Island awaiting to get underway in accordance with orders received the night of the 8th July 1944 which stated to proceed to Kwajalein Island at 0700. Made all preparations to get underway and at 0647 began heaving up anchor. At 0700 underway enroute to Kwajalein Island. At 1045 dropped anchor in berth K-11 off Kwajalein Island inside the Atoll. Routine security measures were put in effect while awaiting orders to proceed to Pearl Harbor. Port Director advised no escort was available for at least 24 hours. Weather was very favorable.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

10 July 1944

Anchored as before in berth K-11 off Kwajalein Island. Awaiting availability of an escort to proceed with us part way enroute to Pearl Harbor. At 2025 received visual stating that we would get underway to Pearl Harbor on the 11 July 1944.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

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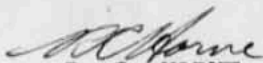
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U.S.S. HERCULES
WAR DIARY

11 July 1944

At Anchor

Anchored awaiting orders to get underway. At 0910 received visual from Port Director to pick up orders and that sailing time would be about 1100. At 1050 heaved up anchor. At 1054 underway in accordance with orders serial K-~~000~~43 received from Port Director Navy No. 824 dated 11 July 1944. At 1205 - No. 7 buoy abeam starboard side, took departure from Gea Pass, Kwajalein Atoll with escort, YMS 299. Set course at 164° true using speed of 62 rpm. Enroute to Pearl Harbor from Kwajalein. At 1238 changed course to 118° true at 1240 reduced speed to 55 rpm. 1245 secured degaussing. 1330 - changed course to 114° true commenced Z/Z Plan 6 using speed 64 rpm. At 1828 reduced speed to 62 rpm. At 2330 commenced Z/Z increased speed to 64 rpm. Weather squally, sea moderate.


R. C. HORNE
Lt., D-V(S), USNR

Zone -11

At Sea


12 July 1944

Steaming enroute to Pearl Harbor on base course 113° true using Z/Z Plan 6. Escort YMS 299. Average speed was 62 rpm. At 0630 reduced speed to 60 rpm. At 0650 ceased Z/Z, resumed base course. At 0700 - Changed course to 085° true. At 0710 commenced Z/Z Plan 6 U.S.F.10A. At 0900 released escort YMS 299 increased speed to 93 rpm. At 1000 ceased Z/Z resumed base course.. At 1010 resumed Z/Z in accordance with Plan 11 Mersigs. At 1210 changed course to 067° true. At 1300 reduced speed to 86 rpm. At 1816 ceased Z/Z resumed base course. Regular Condition II watches set at sunset and sunrise. Weather squally, sea moderate.

Position 0800 - Latitude 7° 00.0' N., Longitude 171° 05' East

Position 1200 - Latitude 7° 38.0' N., Longitude 171° 40' East

Position 2000 - Latitude 8° 26.0' N., Longitude 173° 32' East


R. C. HORNE
Lt., D-V(S), USNR

Zone +12

13 July 1944

As before enroute to Pearl Harbor on base course 067° true. At 0030 commenced Z/Z on Plan 11 Mersigs. At 0100 advanced clocks one hour to Zone -12. At 0547 increased speed to 91 rpm. At 1228 changed course to 069° true. At 1900 ceased Z/Z resumed base course.

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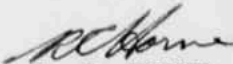
U.S.S. HERCULES
WAR DIARY

Zone -12

13 July 1944 (Cont.)

Weather squally, sea moderate choppy, wind force about 15 knots from East.

Position 0800 - Latitude $9^{\circ} 34'$ N., Longitude $176^{\circ} 00'$ East
Position 1200 - Latitude $9^{\circ} 34.0'$ N., Longitude $176^{\circ} 15.0'$ East
Position 2000 - Latitude $10^{\circ} 50'$ N., Longitude $178^{\circ} 47'$ East

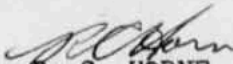

R. C. HORNE
Lt., D-V(S), USNR

Zone -12
Crossed date line

13 July 1944

As before on base course 069° true at 91 rpm. At 0500 changed course to 039° p.g.c. true. At 0600 changed course to 069° true. At 1946 changed course to 070° true. Weather squally, sea moderate.

Position 0800 - Latitude $12^{\circ} 10'$ N., Longitude $178^{\circ} 33'$ West
Position 1200 - Latitude $12^{\circ} 20'$ N., Longitude $177^{\circ} 25'$ West
Position 2000 - Latitude $13^{\circ} 14'$ N., Longitude $175^{\circ} 18'$ West


R. C. HORNE
Lt., D-V(S), USNR

Zone +11

At Sea

14 July 1944

As before enroute to Pearl Harbor from Kwajalein on base course 070° true, speed 91 rpm. At 1949 reduced speed to 85 rpm. At 1952 changed course to 071° true. Routine security watch on guns morning and night. Weather favorable, sea slight.

Position 0800 - Latitude $14^{\circ} 19'$ N., Longitude $172^{\circ} 29'$ West
Position 1200 - Latitude $14^{\circ} 41'$ N., Longitude $171^{\circ} 25'$ West
Position 2000 - Latitude $15^{\circ} 25'$ N., Longitude $169^{\circ} 32'$ West


R. C. HORNE
Lt., D-V(S), USNR


U.S.S. HERCULES
WAR DIARY

CONFIDENTIAL

15 July 1944

Steaming enroute to Pearl Harbor on course 071° true at 85 rpm. At 0038 reduced speed to 80 rpm. At 1500 exercised crew at fire drill. At 1515 secured from drill. Weather fair, sea moderate, wind 16 knots.

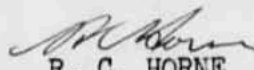
Position 0800 - Latitude 16° 29' N., Longitude 167° 06' West
Position 1200 - Latitude 16° 43' N., Longitude 166° 05' West
Position 2000 - Latitude 17° 25' N., Longitude 164° 20' West


R. C. HORNE
Lt., D-V(S), USNR

16 July 1944

Steaming enroute to Pearl Harbor on base course 071° true at 80 rpm. At 1228 changed course to 065° true speed 73 rpm. At 1550 radar picked up surface craft bearing 110° true at 16 miles distance. At 1845 sighted surface craft bearing 120° true 11 miles distance. Usual sunrise and sunset Condition II watches set. Weather part cloudy with occasional squall, sea moderate.

Position 0800 - Latitude 18° 33' N., Longitude 161° 43' West
Position 1200 - Latitude 18° 47' N., Longitude 160° 39' West
Position 2000 - Latitude 19° 37' N., Longitude 159° 00' West

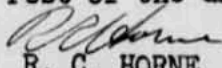

R. C. HORNE
Lt., D-V(S), USNR

Zone +9½

At Sea

17 July 1944

Enroute to Pearl Harbor from Kwajalein on base course 065° true at speed of 68 rpm. At 0100 changed course to 002° true, clocks advanced 1 hour to +9½ time. At 0315 sighted shore light reflection. At 0443 reduced speed to 60 rpm. At 0455 reduced speed to 50 rpm. At 0500 reduced speed to 30 rpm. Various courses and speeds were made to conform to entrance to Pearl Harbor. Visual contacts were made with several small craft during the maneuvering period. At 0635 secured radar. At 0716 received visual assignment of docking at berth K-11. At 0733 arrival Pearl Harbor, T.H. At 0806 Pilot Lt. Gillan aboard two tugs alongside to assist in docking. At 0900 ship moored at berth K-11. Unloading operations started at 1300. Continued unloading No. 3 hold throughout rest of the day. Weather fair, slight sea.


R. C. HORNE
Lt., D-V(S), USNR

U.S.S. HERCULES
WAR DIARY

CONFIDENTIAL

18 July 1944

Moored at berth K-11

Moored at berth K-11 unloading cargo. At 0500 knocked off unloading operations. At 1300 Pilot Lt. Gillan aboard to shift berth to X-14. At 1431 underway. 1545 - Tied up to berth X-14 alongside merchant ship J.M. MORELES. Continued to unload cargo until early evening. Weather fair.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR.

19 July 1944

to

25 July 1944

Moored to buoys in berth X-14 awaiting orders for next operation. Weather fair throughout with occasional sprinkles.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

25 July 1944

to

29 July 1944

Moored

Moored in berth X-14 Pearl Harbor, T.H. awaiting further orders. Administrative Command Fifth Amphibious Forces, Pacific advised the Captain this ship was tentatively scheduled to participate in Transport Division 32 which was to be part of X-ray Corps. This proved to be only a standby assignment to be effected only in event the AKA was not available. At 0615 GCT the 29th July a message was received from NYPH to shift berth to M-4 on 30 July 1944.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

30 July 1944

Moored in berth X-14 as before at 1710 ship was ready to get underway at 1730 - Pilot aboard with two tugs alongside. At 1743 underway to berth M-4. At 1841 moored in berth M-4. 1857 - Pilot left the ship. Started to load.

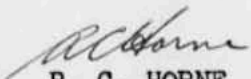
R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

U.S.S. HERCULES
WAR DIARY

CONFIDENTIAL

31 July 1944

Moored at berth M-4 Pearl Harbor, T.H. loading operations continued. Regular yard security measures carried out. Weather fair and ideal throughout.


R. C. HORNE
Lt., D-V(S), USNR

AK41/A12-1
Serial: 156

U.S.S. HERCULES (AK41)

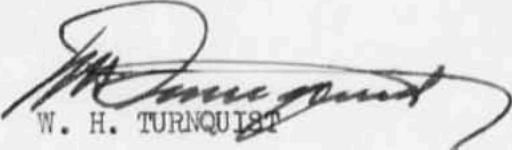
Reg. No. 268
R. S. No. 10 OCT 1944

1 September 1944

CONFIDENTIAL

From: The Commanding Officer.
To : Commander-In-Chief, United States Fleet.
Subject: War Diary-
Reference: (a) Cominch rstr ltr FF1/A12-33, serial 3899, of
19 October 1942.
Enclosure: (A) War Diary.

1. In accordance with reference (a), enclosure (A) is forwarded herewith, covering period from 1 August 1944, to 31 August 1944, inclusive.


W. H. TURNQUIST

Copy to:
ComInChPac

88399

1

CONFIDENTIAL

U.S.S. HERCULES (AK41)
WAR DIARY

Zone + 9½

Moored
At Berth M-4

1 August 1944

Moored at berth M-4 Pearl Harbor, T.H. in accordance with visual dispatch from NYPH on 29 July 1944. Dispatch -A- BULK 300515 X441 GR 21. Loading operations continuing. Six (6) officers reported on board for transportation. Ninety-eight (98) enlisted passengers reported on board for transportation.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

2 August 1944

Moored as before. Continued loading operations. Received by messenger authority from AdComPhibPac to carry eighty boxes of dynamite. Received by messenger dispatch delaying sailing time 24 hours. This was amendment to Movement Order No. 22-44 from AdComPhibPac.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

3 August 1944

Moored as before. At 0100 secured loading cargo. At 0445 commenced preparation for getting underway. At 0709 underway in accordance with movement Order 22-44 from AdComPhibPac the next highest echelon being Fifth Amphibious Force, Pacific Fleet. This ship assigned in Task Unit 55.1.17. Pilot George H. Carter at the conn. steered various courses to conform to channel. At 0749 pilot left ship, Captain at the conn. At 0924 set course at 180° true. At 1330 changed course to 226° true, Z/Z Plan No. 11 Mersigs. Regular Condition II readiness watch set at sunrise and sunset. Weather fair, sea slight.

Position 0800 -

Position 1200 - Latitude 20° 23' N., Longitude 158° 00' W.

Position 2000 - Latitude 18° 44' N., Longitude 159° 21' W.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone + 20

4 August 1944

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL

Zone + 10

At Sea

4 August 1944

Steaming enroute to Guadalcanal from Pearl Harbor in accordance with Movement Order No. 22-44, Serial ~~00331~~ issued by AdmComPhibForPac 271819 and 312257. This ship assigned to Task Unit 55.1.17 on base course 226° true 225° p.g.c., 214 p.s.c., Z/Z Plan No. 11 Mersigs. Speed 90 rpm. At 0800 changed course to 227° true. At 1325 changed course to 226° true. At 1845 changed course to 225° true. Weather fair, sea moderate.

Position 0800 - Latitude 16° 27' N., Longitude 161° 48' W.
Position 1200 - Latitude 15° 47' N., Longitude 162° 37' W.
Position 2000 - Latitude 14° 19' N., Longitude 164° 17' W.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone + 10½

At Sea

5 August 1944

As before enroute to Guadalcanal from Pearl Harbor on base course 225° true. At 1320 changed course to 222° true with speed of 15.5 knots, continued Z/Z Plan No. 11 Mersigs. Regular security watches manned. Weather fair, sea moderate. At 0100 retarded clocks twenty minutes.

Position 0800 - Latitude 12° 06' N., Longitude 166° 38' W.
Position 1200 - Latitude 11° 16' N., Longitude 167° 27' W.
Position 2000 - Latitude 9° 56' N., Longitude 168° 56' W.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone + 11

6 August 1944

Enroute to Guadalcanal on base course 222° true using Z/Z Plan No. 11 Mersigs. Weather and sea favorable throughout the day, speed 90 rpm. Retarded clocks 20 minutes.

Position 0800 - Latitude 7° 30' N., Longitude 171° 18' West
Position 1200 - Latitude 6° 41' N., Longitude 172° 8' West
Position 2000 - Latitude 5° 15' N., Longitude 173° 41' West

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

CONFIDENTIAL

US.S. HERCULES (AK41)
WAR DIARY

Zone + 11½

At Sea

7 August 1944

Enroute to Guadalcanal on base course 222° true using Z/Z Plan No. 11 Mersigs, speed 90 rpm. At 1230 changed course to 241° true. Weather and sea favorable. At 0100 retarded clocks 30 minutes.

Position 0800 - Latitude 2° 47' N., Longitude 176° 03' W.

Position 1200 - Latitude 1° 51' N., Longitude 176° 31' W.

Position 2000 - Latitude 0° 48' N., Longitude 178° 19' W.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone + 11½

At Sea

8 August 1944 (Crossed date line.)

Zone + 12

At Sea

9 August 1944

Enroute to Guadalcanal on base course 242° true using Z/Z Plan No. 11 Mersigs, speed 90 rpm. At 0100 retarded clocks thirty minutes to Zone + 12. At 0200 crossed international date line 180th meridian which changed Zone time to -12. At 0200 changed course to 209° true. At 1200 changed course to 225° true. Weather and sea were favorable.

Position 0800 - Latitude 1° 31' S., Longitude 179° 16' E.

Position 1200 - Latitude 2° 23' S., Longitude 178° 30' E.

Position 2000 - Latitude 3° 57' S., Longitude 177° 01' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone -11½

At Sea

10 August 1944

Enroute to Guadalcanal on base course 223° true using Z/Z Plan No. 11 Mersigs, speed 16.5 knots. At 0100 retarded clocks thirty minutes to Zone 11½. At 0800 changed course to 234° true. At 1900 changed course to 263° true. Weather and sea favorable.

Position 0800 - Latitude 6° 26' S., Longitude 174° 35' E.

Position 1200 - Latitude 7° 07' S., Longitude 173° 46' E.

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U.S. S. HERCULES (AK41)
WAR DIARY

Zone -11 $\frac{1}{2}$

At Sea

10 August 1944 (Cont)

Position 2000 - Latitude 8° 17' S., Longitude 171° 57' East

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone -11

At Sea

11 August 1944

Enroute to Guadalcanal from Pearl Harbor, T.H. on base course 263° true using Z/Z Plan No. 11 Mersigs, speed 16.9 knots. At 0100 retarded clocks 30 minutes to Zone -11. At 0709 changed course to 265° true. At 1800 changed course to 251° true. At 1840 radar contacted friendly craft bearing 020° true distance 15 miles.

Position 0800 - Latitude 8° 41' S., Longitude 168° 34' East

Position 1200 - Latitude 8° 47' S., Longitude 167° 30' East

Position 2000 - Latitude 9° 05' S., Longitude 165° 11' East

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

Zone -11

12 August 1944

As before on base course 251° true. At 0705 changed course 271° true using Mersigs, Plan No. 11, speed 16.5 knots. At 0930 changed course to 310° true. At 1522 passed Beacon "B" Koli Point to port. At 1550 anchored with starboard anchor at Berth 14 off Beacon "F" Lunga Point, Guadalcanal Island, north coast of Solomon Islands. Discharged 98 enlisted and 6 officer passengers.

Position 0800 - Latitude 10° 15' S., Longitude 161° 56' East

Position 1200 - Latitude 9° 35' S., Longitude 161° 00' East

Position 2000 -

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY


CONFIDENTIAL

Zone -11

At Anchor

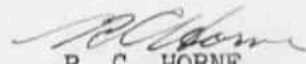
13 August 1944

Anchored at Berth 14, Lunga Point, Guadalcanal. At 0125 started unloading operations. Routine security watches in effect.


R. C. HORNE,
Lt., D-V(S), USNR

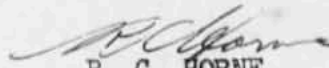
14 August 1944

Anchored as before. At 0130 completed unloading operations. At 0554 underway in accordance with orders from Port Director, Guadalcanal, to proceed to Tulagi. At 0736 entered outer net Tulagi. At 0737 Beacon "A" abeam to port. At 0738 Pilot Koczynski aboard. At 0750 YT313 alongside starboard bow. At 0813 dropped port anchor to 30 fathoms. At 0820 heaved up anchor, which was fouled with cable, and telephone wire. At 0845 alongside Government Dock, Florida Island. At 0930 pilot left ship. Moored to dock. At 1300 started unloading operations.


R. C. HORNE,
Lt., D-V(S), USNR

15 August 1944

Anchored as before at Government Dock, Tulagi. At 0200 completed unloading operations. At 0826 pilot Clement aboard. At 0846 anchored in Berth 6 just off Government Dock, as per orders from Port Director, Tulagi. Usual precautions and security watches in effect.


R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY


CONFIDENTIAL

Zone -11

At Sea

16 August 1944.

Anchored as before in Berth 6, Tulagi Harbor, Florida Island preparing to get underway. At 0652 underway from Tulagi to Russell Islands in accordance with secret orders dated 15 August 1944 from CTU 11.56. Escort SC677 in use. At 0703 took departure. At 0721 set course at 284° true, average speed 12.9 knots. At 1200 arrived Russell Islands. At 1330 tied up to Buoy No. 1 Sunlight Channel between Banika and Hai Islands, Russell Group. At 1739 shifted berth to Pontoon Dock at White Beach, Russell Group awaiting unloading operations. At 1800 unloading operations started.


R. C. HORNE,
Lt., D-V(S), USNR

17 August 1944

Moored port side to Pontoon Dock, White Beach, Russell Islands. Unloading operations continued. At 1700 secured unloading and shifted berth to an anchorage just off the Pontoon Dock. Unloading operations continued until 2055.


R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

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Anchored

18 August 1944

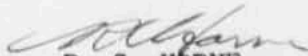
Anchored as before Sunlight Channel. At 0700 underway enroute to Guadalcanal in accordance with secret orders received from ComTransGroup THREE, FIFTHPhibForPac by dispatch received 17 August 1944. At 0743 took departure set course at 113° true speed of advance 15.5 knots. At 1207 anchored in Berth 32 Tenaru Beach, Guadalcanal. At 1850 commenced loading operations taking on ammunition and bombs. Regular precautions in effect.


R. C. HORNE,
Lt., D-V(S), USNR

19 August 1944

Anchored

Anchored as before loading operations continued. At 1435 secured loading due to rough sea. At 1700 continued loading from pontoon lighter barge. Usual precautions in effect.


R. C. HORNE,
Lt., D-V(S), USNR

8

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL


Zone -11

At Sea

20 August 1944

Anchored as before in Berth 32, Guadalcanal. At 1700 secured loading operations and immediately got underway enroute to Espiritu Santo in accordance with orders from CTU, 11.5.6. At 1715 set course to 069° true. Sailing in convoy with S.S. SILVER BOW VICTORY with DE200 as escort. Speed of advance 16.5 knots. At 1805 took departure on base course 091° true. At 1940 changed course to 100° true. At 2245 changed course to 180° true. Weather fair strong easterly winds, sea mild.

Position 0800 - Latitude Longitude
Position 1200 - Latitude Longitude
Position 2000 - Latitude 9° 24' S., Longitude 160° 35' East.



R. C. HORNE,
Lt., D-V(S), USNR

21 August 1944

At Sea

Steaming on base course 180° true enroute to Espiritu Santo from Guadalcanal. At 0145 changed course to 134° true. At 0800 S.S. SILVER BOW VICTORY left convoy according to original plans. At 0840 changed course to 131° true speed increased to 16.5 knots. Weather fair with occasional squall. Strong Easterly winds, rough choppy sea.

Position 0800 - Latitude 11° 14' S., Longitude 167° 13' East.
Position 1200 - Latitude 12° 27' S., Longitude 168° 56' East.
Position 2000 - Latitude 13° 54' S., Longitude 164° 32' East.


R. C. HORNE,
Lt., D-V(S), USNR

Zone -11½

Moored

22 August 1944

Enroute to Espiritu Santo on base course 131° true. At 0230 radar picked up land bearing 078° true, distance 58 miles. Steered various courses to make land fall Espiritu Santo at 0600. At 1025 arrived Espiritu Santo. At 1216 Pilot Lt.(jg) Swan aboard. At 1242 starboard anchor lowered to 15 fathoms. At 1247 moored at Pallikula Bay dock, port side to. At 1315 commenced loading operations, continued rest of the day.

Position 0800 - Latitude 15° 20' S., Longitude 167° 03' East.


R. C. HORNE,
Lt., D-V(S), USNR

CONFIDENTIAL

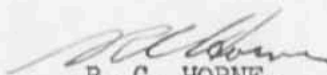
U.S.S. HERCULES (AK41)
WAR DIARY

Zone -11 $\frac{1}{2}$

Moored


23 August 1944

As before moored alongside Pallikula Bay Dock, Espiritu Santo, port side to. Loading operations in progress. Received 1 Marine Officer and ten (10) enlisted marine passengers.


R. C. HORNE,
Lt., D-V(S), USNR

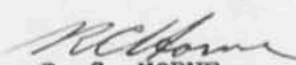
24 August 1944

Moored at Pallikula Bay, Espiritu Santo, loading operations continued. At 1200 underway to Berth 11, Vancluse Passage off Mafia Island to receive fuel from Y0183; in accordance with visual message from Port Director. At 1345 moored port side to. Completed fueling at 1745.


R. C. HORNE,
Lt., D-V(S), USNR


25 August 1944

Moored alongside Y0183 making preparations for getting underway. At 0700 underway to Berth 36, Pallikula Bay. At 0755 anchored in Berth 36, Pallikula Bay awaiting further orders.


R. C. HORNE,
Lt., D-V(S), USNR

26 August 1944

Anchored as before awaiting orders from Port Director, Espiritu Santo. No operations in progress.

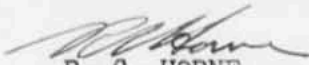

R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL

27 August 1944

Anchored in Berth 36, Pallikula Bay, Espiritu Santo. At 1635 barge alongside with marine cargo of general nature. Commenced loading immediately. Preparation were being made to get underway. At 1830 loading completed and ship underway in accordance with secret orders issued by the Port Director, Espiritu, Santo dated 27 August 1944. This ship in convoy with USS CENTAURUS, AK17 and USS GAMBLE DML5 as escort. Course set at 002° true speed 15 knots. At 2111 changed course to 319° true.


R. C. HORNE,
Lt., D-V(S), USNR

Zone -11

At Sea


28 August 1944

Enroute to Guadalcanal from Espiritu Santo on base course 319° true speed 15 knots using Z/Z Plan No. 6 USFIOA, intermitently. At 1223 reduced speed to 25 rpm. At 1300 resumed standard speed 16.5 knots. At 1610 changed course to 307° true. At 1745 USS GAPPLE ARS7 and USS BALLARD AMD10 joined convoy. At 1755 speed reduced to 13.5 knots. At 2103 radar contacted land, San Cristabal Island bearing 270° true distance 50 miles. At 2121 changed course to 311° true.

Position 0800 - Latitude 12° 58' S., Longitude 165° 28' E.

Position 1200 - Latitude 12° 12' S., Longitude 164° 45' E.

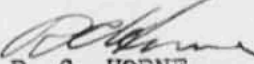
Position 2000 - Latitude 10° 22' S., Longitude 163° 13' E.


R. C. HORNE
Lt., D-V(S), USNR

29 August 1944

Enroute to Guadalcanal on base course 311° true. At 0242 changed course to 280° true. At 0315 Hlava Island abeam distance 3 miles. At 0530 USS GAMBLE detached from convoy by OTC. At 1015 entering Lengo Channal off Guadalcanal Island. At 1228 anchored off Lunga Point in Berth 24. At 1945 ten (10) marine enlisted passengers reported aboard. At 2215 started loading operations.

Position 0800 - Latitude 9° 28' S., Longitude 160° 59' E.


R. C. HORNE,
Lt., D-V(S), USNR

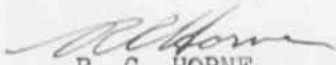
11

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL

30 August 1944

Anchored as before under going loading operations. Received seven (7) marine officers and one hundred fifty two (152) marine enlisted as well as two navy enlisted personnel passengers.

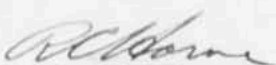

R. C. HORNE,
Lt., D-V(S), USNR

Zone -11

Anchored

31 August 1944

Anchored as before in Berth No. 24 Lunga Point, Guadalcanal Island, loading operations continuing. Received one (1) USN Officer passenger and eight (8) enlisted personnel passengers.


R. C. HORNE,
Lt., D-V(S), USNR

AK41/A12-1
Serial: 191

U.S.S. HERCULES (AK41)


Reg. No.	J 307
R. S. No.	

1 October 1944.

CONFIDENTIAL

From: The Commanding Officer.
To : Commander-In-Chief, United States Fleet.
Subject: War Diary-
Reference: (a) Cominch rstr ltr FF1/A12-33, Ser 3899, of
19 Oct 1942.
Enclosure: (A) War Diary.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 September 1944 to 30 September 1944 inclusive.


W. H. TURNQUIST

Copy to:
CominchPac

91637

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL

Zone -11

Anchored

1 September 1944

Anchored in berth 24 Lunga Point, Guadalcanal, Solomon Islands. This ship assigned as part of Transport Division SIX under Captain BAKER, this transport division being part of Transport Group 32.3.2 which is assigned as part of Task Force Thirty two known as the Western Attack Force under Rear Admiral G. H. FORT. At 0546 underway enroute to Tulagi in accordance with secret orders No. 310301 received 31 August from Commander Transport Division SIX. Sailing in convoy this ship astern USS CENTAURUS on course 341° true, speed 15 knots. At 0928 anchored in Gavutu Harbor off Florida Island. At 1015 shifted berth from Florida Island approximately 1000 yards further away from assigned berth to clear cables. Took on provisions and fuel.

R. C. Horne
R. C. HORNE,
Lt., D-V(G), USNR

2 September 1944

Anchored

Anchored as before preparing to get underway. At 0753 underway enroute to Guadalcanal in accordance with orders received from Commander Transport Division SIX. This ship in convoy astern USS CENTAURUS course set at 201° true, speed 15 knots. At 0915 arrival Guadalcanal. At 0943 anchored in berth 75 Tetera Beach, awaiting further orders.

R. C. Horne
R. C. HORNE,
Lt., D-V(G), USNR

3 September 1944

Anchored as before. At 1325 LCI 458 alongside for supplies. At 1515 cast off LCI 458. No further activities.

R. C. Horne
R. C. HORNE,
Lt., D-V(G), USNR

4 - 5 September 1944

Anchored

Anchored as before in berth 75 Tetera Beach awaiting orders to get underway.

R. C. Horne
R. C. HORNE,
Lt., D-V(G), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL

Zone -11

Anchored

6 September 1944

As before anchored in berth 75 Tetere Beach awaiting orders to get underway. At 0945 received supply of smoke floats and a Besler Fog Generator.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

7 September 1944

As before anchored awaiting orders to proceed in Task Force in accordance with previous plans.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

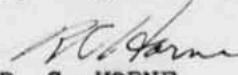
CONFIDENTIAL

Zone -11

8 September 1944

As before anchored preparing to get underway. At 0602 underway in accordance with secret orders Serial 00019 dated 6 September 1944 issued by Commander Task Group 32.3 of the Amphibious Forces of the Pacific. This ship assigned to Transport Division SIX of the Transport Group. The next highest echelon being Captain Baker, Commander of Transport Division SIX. The Task Force being T.F. 32 under Rear Admiral G.H. Fort, USN. This ship stationed in convoy in the right column astern of the USS CENTAURUS and ahead of the USS EPPING FOREST on course 285° true, speed 5 knots. Several courses were set until at 1525 when commenced Z/Z Plan No. 6 USFIOA. Abandon ship and General Quarters drill held at 1008 to 1046.

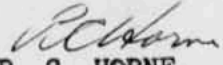
Position 0800 - Latitude $9^{\circ} 19'$ S., Longitude $160^{\circ} 01'$ East
Position 1200 - Latitude $8^{\circ} 35'$ S., Longitude $160^{\circ} 06'$ East
Position 2000 - Latitude $7^{\circ} 31'$ S., Longitude $159^{\circ} 51'$ East


R. C. HORNE,
Lt., D-V(S), USNR

9 September 1944

As before steaming enroute Palau Islands from Guadalcanal in cruising disposition 3AS. Tactical signal and maneuvering drills were held throughout the day. Fire drills and gunnery drills were held in morning and afternoon.

Position 0800- Latitude $6^{\circ} 02'$ S., Longitude $157^{\circ} 43'$ East.
Position 1200- Latitude $5^{\circ} 38'$ S., Longitude $157^{\circ} 10'$ East.
Position 2000- Latitude $4^{\circ} 08'$ S., Longitude $155^{\circ} 55'$ East.


R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL
Zone -10

At Sea

10 September 1944

As before steaming in convoy enroute Palau Islands. Various courses were set throughout the day varying from 326° true to 290° true speed of advance about 14 knots. Gun, fire, and flag hoist drills held throughout the day. At 1700 clocks retarded one (1) hour to -10 Zone time.

Position 0800 - Latitude $2^{\circ} 34'$ S., Longitude $154^{\circ} 11'$ E.
Position 1200 - Latitude $2^{\circ} 16'$ S., Longitude $153^{\circ} 21'$ E.
Position 2000 - Latitude $1^{\circ} 32'$ S., Longitude $151^{\circ} 40'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

11 September 1944

Steaming as before on base course 290° true, speed 13.5 knots using Z/Z Plan most of the day. Ceased Z/Z Plan at 1800 as on previous night. Flag and gun drills held throughout the day.

Position 0800 - Latitude $00^{\circ} 39'$ S., Longitude $149^{\circ} 09'$ E.
Position 1200 - Latitude $00^{\circ} 22'$ S., Longitude $148^{\circ} 21'$ E.
Position 2000 - Latitude $00^{\circ} 17'$ N., Longitude $146^{\circ} 17'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

12 September 1944

As before enroute Palau Islands on base course 285° true, speed 13.5 knots, advance using Z/Z/ Plan No. 6. Base course to adjusted to 282° true in afternoon. At 2000 changed course to 285° true, speed 13 knots. General Quarters drill morning and night with various drills as fire and rescue, gunnery, flag hoist held throughout the day. Several emergency movements were executed during the day because of reported submarine contacts which later proved false.

Position 0800 - Latitude $00^{\circ} 49'$ N., Longitude $143^{\circ} 48'$ E.
Position 1200 - Latitude $1^{\circ} 48'$ N., Longitude $143^{\circ} 00'$ E.
Position 2000 - Latitude $1^{\circ} 23'$ N., Longitude $141^{\circ} 19'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL
Zone -9

At Sea

16 September 1944

Underway steaming in retirement off Pelelieu Island in accordance with retirement instructions of CTG. 32.3 landing attack order 17-44, OTC, USS DUPAGE, Various courses necessary to retire in area bearing approximately 320° true from the island. Speed was 13 knots. At 0655 arrived off Pelelieu Island. At 0710 commenced unloading. At 1744 underway on retirement plan on course 240° true, speed 12 knots.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

17 September 1944

Underway, steaming in retirement as before. At 0740 returned to island and commenced unloading operations in transport area off south west tip of Pelelieu. Ship maneuvered continually as no anchorages available. At 1837 underway in retirement on course 250° true.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

18 September 1944

Steaming as before in retirement on base course 025° steering various courses to return to Pelelieu Island. At 0630 lying off the island. At 0740 commenced unloading operations. At 1735 underway on retirement in convoy with Task Group 32.17 in accordance with retirement plan. Base course set at 250° true, speed 12 knots.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

19 September 1944

Underway on retirement plan off Pelelieu Island in area bearing 250° true. Maneuvered to return to island at 0645. At 0700 commenced unloading. At 1740 underway on nightly retirement plan on base course 250° true, speed 12 knots.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

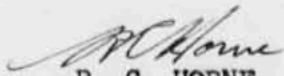
U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL
Zone -9

At Sea

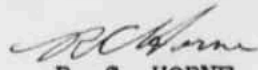
20 September 1944

Steaming in retirement in area bearing 070° true off Pelelieu Island, speed 12 knots. At 0700 took station in unloading area and commenced discharging cargo. At 1620 received twelve (12) marine casualties aboard. At 1730 underway on retirement plan, course 250° true, speed 12 knots. At 2340 changed course to 324° true.


R. C. HORNE,
Lt., D-V(S), USNR

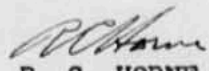
21 September 1944

Steaming in retirement in area bearing 070° true off Pelelieu Island in accordance with plan and orders from OTC. At 0630 returned to unloading area. At 0810 navy casualty brought aboard. Unloading throughout the day. At 1700 burial at sea for navy casualty Aubrey Davis EDMONDS, Slc, USNR, who died at 1110. At 1740 underway in retirement in convoy with OTC on USS CRECENT CITY.


R. C. HORNE,
Lt., D-V(S), USNR

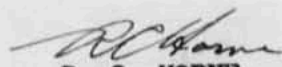
22 September 1944

As before in retirement. At 0615 returned and commenced unloading operations. At 1230 discharged marine casualties ashore. They had recovered sufficiently for duty. At 1900 secured unloading. Remained in unloading area throughout the night.


R. C. HORNE,
Lt., D-V(S), USNR

23 September 1944

Lying to off Pelilieu Island bearing 280° true from Southern tip of Pelelieu, distance 6 miles. Unloading continued throughout the day. At 1821 air flash red, sounded general quarters. At 1836 secured from General quarters. At 1854 air flash red, sounded General Quarters. At 1918 air flash white, secured from General Quarters. Continued to lay to throughout the night.


R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL

Zone -9

At Sea

24 September 1944

Lying to off Pelelieu Island bearing 280° from southern tip of the island. Unloading intermittently through the day. At 1220 four (4) marine casualties were returned to the beach for duty. At 1821 general alarm sounded for air flashred. At 1836 secured General Quarters. At 1854 sounded General Quarters. At 1918 secured general quarters, air flash white.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

25 September 1944

Lying off Pelelieu Island as before. No unusual activities. Unloading continued.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

26 September 1944

As before steaming in retirement, steering various courses to return to unloading area. At 0700 lying to off south west tip of Pelelieu Island. Continued unloading operation throughout the day. At 1715 underway on retirement on course 090° true, speed 10 knots. Steering various courses in retirement area.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

27 September 1944

As before in retirement from the area. At 0700 lying off Pelelieu, in unloading area. Cargo discharging continuing through the day. At 1725 secured from unloading and got underway, enroute to Hollandia in accordance with orders from Commander Task Force 32.3 dispatch No. 260735. OTC is USAT LEONARD WOOD. Captain Brittain in command. At 1747 machinery derangement on Low Pressure Turbine. At 1815 taking station in convoy on various courses and speeds. At 1830 received orders to proceed independently because of incapability of making speed over 45 rpm. Escort PC 1260 assigned by OTC. At 1915 set course at 180° true, speed 8.5 knots. Weather mild, sea choppy. At 2300 changed course to 147° true.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

U.S.S. HERCULES (AK41)
WAR DIARY

CONFIDENTIAL
Zone -9

At Sea

28 September 1944

Steaming as before enroute to Hollandia from Pelelieu. At 0830 changed course to 152° true. At 1713 changed course to 172° true. Routine security and readiness watches in effect. At 2115 changed course to 148° true.

Position 0800 -	Latitude 5° 16' N.,	Longitude 134° 45' E.
1200	4° 48' N.,	135° 04' E.
2000	3° 43' N.,	135° 53' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

29 September 1944

As before enroute Hollandia on base course 148° true, speed 8.5 knots. Smooth sailing, no unusual conditions.

Position 0800 -	Latitude 2° 13' N.,	Longitude 136° 49' E.
1200	1° 35' N.,	137° 30' E.
2000	0° 50' N.,	138° 20' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

30 September 1944

Steaming enroute to Hollandia from Pelelieu on base course 146° true speed 7 knots. 1405 commenced target practice. At 1430 secured from target practice. At 1545 changed course to 154° true. At 2000 radar contacted land bearing 150° true.

Position 0800 -	Latitude 00° 21' S.,	Longitude 139° 10' E.
1200	00° 39' S.,	139° 27' E.
2000	01° 34' S.,	140° 10' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

AK41/A12-1
Serial: 205

U. S. S. HERCULES (AK41)

1 November 1944.

CONFIDENTIAL

From: The Commanding Officer.
To : Commander In Chief, United States Fleet.
Subject: War Diary-
Reference: (a) Cominch rstr ltr FF1/A12-33, Ser 3899 of 19
October 1942.
Enclosure: (A) War Diary.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 October 1944 to 31 October 1944 inclusive.


W. H. TURNQUIST

Copy to:
CominchPac

95175

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U. S. S. HERCULES (AK41)

Zone -9

At Sea

1 October 1944

Enroute to Hollandia, New Guinea from Peleliu on course 150° true speed 6.9 knots. PC 1260 our escort. Sailing in accordance with orders received from Commander Task Force 32.2 by dispatch 260735 September 1944. At 0435 standing into Humbolt Bay, New Guinea Island. At 0807 anchored in 11 fathoms of water with thirty fathoms of chain on Port Anchor. At 1200 underway to ship berth, at 1311 anchored in Hollandia Bay, Berth 42.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

2 October 1944

Anchored

Anchored as before in Berth 42, Hollandia Bay. At 0800 commenced lifting low pressure turbine. Weather conditions ideal.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

3-4 October 1944

As before anchored undergoing repairs to Low Pressure Turbine no further operations.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

5 October 1944

As before; making preparations to get underway with flat tow to move to dock to take on cargo. At 1615 heaved up anchor. At 1654 underway with the assistance of tugs, Army 637 and a large Navy tug 110. At 1805 moored to dock No. 1 Hollandia Bay. At 2100 commenced loading operations.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

6 October 1944

As before moored to Dock No. 1 taking on cargo. At 1235 USS VILLALABES moored alongside to give us fuel. At 1525 commenced taking on fuel. At 2120 completed fueling.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

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U. S. S. HERCULES (AK41)

Zone -9

Moored

7 October 1944

Moored as before to dock No. 1 port side to Hollandia Bay, taking on cargo. At 0020 took on 3,780 gal of fresh water. At 0615 Navy Tug 110 alongside. Two small Army Tugs No. 136, 107 also alongside. At 0650 underway with Pilot S. Kramall at the conn to shift berth into Humbolt Bay. At 1700 completed work on Low Pressure Turbine. Ship ready for test run. Weather good. Moderate swells in bay area.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

8 October 1944

Anchored in Humbolt Bay as before in Berth 63. No unusual operations.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

9 October 1944

Anchored as before preparing to get underway for test run of repaired turbine. At 0945 underway on course 045° true. Made three six mile runs back and forth on the same course to complete test of turbine at 1223. Anchored in new berth to the south part of Humbolt Bay. At 1755, 280 Army passengers and 14 officers reported aboard for transportation. Motor launch was damaged while picking up passengers at Pie Beach "C".

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

10 October 1944

Anchored as before awaiting orders to get underway no further operations.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

11-12 October 1944

At Sea

Anchored as before in Humbolt Bay, Hollandia, New Guinea. On the 12th held rehearsal of operation in accordance with CTF training Order No. 16-44. Upon completion of rehearsal at 1400 returned to anchorage.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

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U. S. S. HERCULES (AK41)

Zone -9

13 October 1944

Anchored as before making preparations for next operation. Boats were being repaired and exchanged when possible. At 1440 underway in accordance with CTG 78.1 Attack Order No. 1-44 of October 1944. This ship assigned as part of Transport Division SIX, Captain H.D. Baker in Command, Captain Brittain being the next highest in command of Transport Unit 78.1.3. Cruising disposition C-2 OTC and guide in USS BLUE RIDGE. Course set at 320° true speed 9 knots.

Position 2000 - Latitude 2° 06' S., Longitude 14° 28' E.,

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

14-15 October 1944

Steaming in convoy enroute to Leyte Island area. No, unusual operations. Regular morning and evening General Quarters. Course 320° true speed average 8 knots. On 15 October at 1038 formed cruising disposition C-1. Weather good with occasional squall. Sea favorable. On 15th held fire and abandon ship drills.

14 October 1944

Position 0800 - Latitude 00° 42½' S., Longitude 139° 19' E.
" 1200 - " 00° 18' S., " 138° 45' E.
" 2000 - " 00° 45' N., " 138° 11' E.

15 October 1944

Position 0800 - Latitude 2° 01' N., Longitude 136° 59' E.
" 1200 - " 2° 29' N., " 136° 45' E.
" 2000 - " 3° 14' N., " 136° 21' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

16 October 1944

At Sea

Steaming as before on course 320° true at 8 knots. At 0718 changed course to 310° true speed 7 knots. No unusual operations.

Position 0800 - Latitude 4° 34' N., Longitude 135° 21' E.
" 1200 - " 4° 57' N., " 134° 53' E.
" 2000 - " 5° 04' N., " 134° 08' E.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

CONFIDENTIAL

U. S. S. HERCULES (AK41)

Zone -9

17 October 1944

As before steaming on course 310° true speed 7 knots in disposition C-1. At 0711 changed course to 296° true. Weather and sea good.

Position 0800 - Latitude 6° 34' N., Longitude 133° 6' E.
" 1200 - " 6° 49' N., " 132° 50' E.
" 2000 - " 7° 13' N., " 131° 51' E.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR.

18 October 1944

Steaming on course 296° true speed 7 knots. At 0601 Leedstown (APA56) reported man overboard. Life ring dropped from this ship, word passed immediately to LCI's astern. At 0632 changed course to 300° true.

Position 0800 - Latitude 7° 56' N., Longitude 130° 31' E.
" 1200 - " 8° 16' N., " 130° 07' E.
" 2000 - " 8° 48' N., " 129° 11' E.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

19 October 1944

As before on base course 300° true speed 7 knots. At 1220 sighted friendly convoy bearing 316° true approximately 17 miles. At 1230 changed course to 266° true. At 1855 ladsfall reported by radar bearing 225° true distance 37 miles. At 2240 changed course to 300° true at 2316 changed course to 310° true speed 9 knots. Weather and sea ideal.

Position 0800 - Latitude 9° 32' N., Longitude 127° 50' E.
" 1200 - " x 9° 44' N., " 127° 22' E.
" 2000 - " 10° 10' N., " 126° 30' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

20 October 1944

As before approaching San Pedro Bay, Philippine Islands of Leyte. Maneuvered towards transport area. At 0529 sounded General Alarm. At 0625 commenced firing at enemy planes which did not make a definite attack on this ship, but were within range. There were an estimated total of five planes in the area none of which were positively identified but appeared to be torpedo and dive bomber types. At 0630 ceased firing after expending 17 rounds of 3"/50 cal and 140 rounds of 20MM

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U. S. S. HERCULES(AK41)

20 October 1944 (Con't)

ammunition. At 0750 arrival at San Pedro Bay. At 0827 let go starboard anchor in transport area at 1059 changed anchorage to move in closer to unloading area. At 1220 commenced unloading operations. At 1425 anchored 8,000 yards off Red Beach. At 1612 General Quarters sounded. At 1641 secured from General Quarters. At 1736 fifty six army enlisted personnel reported aboard to discharge cargo. At 1804 changed anchorage to Berth E5. At 1812 sounded General Quarters. At 1856 received 1 Navy and 1 Army Officer casualties as well as 7 enlisted personnel casualties. At 2019 secured from General Quarters. Secured unloading operations at dark. Weather and sea ideal.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

21 October 1944.

Anchored as before in Berth E5, San Pedro Bay off Leyte Island, Philippine Islands. At 0522 sounded General Quarters. Smoke plan was carried out. At 0751 changed anchorage to D-2. Unloading started at 0700. At 1430 transferred casualty to LST 466. At 1822 ordered by OTC to make smoke. At 1859 sounded General Quarters. Smoke was effective - no shots fired by guns. Weather and sea ideal. Secured unloading at dark.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

22 October 1944.

Anchored as before in Berth D-2 (Special anchorage chart) at 0530 sounded General Quarters. At 0700 commenced discharging cargo at 0801 secured from General Quarters. Ten rounds of 3"/50 cal ammunition was ineffectively expended at planes out of range. Smoke was used effectively. At 1509 completed unloading. All Army personnel except casualties left ship. At 1726 underway in accordance with orders received from CTG 78.6 dispatch 220735. At 1830 took departure for Hollandia, N.G. The OTC and guide on USS CRESCENT CITY.

Position - 2000 Latitude 10° 55' N., Longitude 125° 17' E.,

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

CONFIDENTIAL

Zone -9

U. S. S. HERCULES (AK41)

At Sea

23 October 1944

Steaming on course 119° true speed 14.5 knots, enroute to Hollandia, N.G. At 0548 commenced Z/Z Plan No. 6 USF10A. At 1239 USS CALLOWAY became guide ship. At 1350 Hospital Ship sighted at 110° true distance 18 miles. At 1659 changed course to 114° true. At 2240 ceased Z/Z and resumed base course.

Position 0800 -	Latitude	9° 31' N.,	Longitude	127° 22' E.
" 1200 -	"	9° 09' N.,	"	128° 07' E.
" 2000 -	"	8° 19' N.,	"	129° 33' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

24 October 1944

As before on base course 114° true speed 14 knots. Z/Z Plan USF10A used intermittently throughout the day. At 1407 changed course to 160° true. Ships in left column departed in accordance with dispatch from CTF 78. 220322. At 1420 changed cruising formation as per instructions from OTC. At 1430 set speed at 14 knots. At 1713 towing bridles fore and aft were rigged in accordance with orders received from OTC. At 1718 three APD's sighted on true bearing 286° distance 14 miles. At 1748 set General Quarters. 1830 Secured General Quarters. Weather and sea favorable.

Position 0800 -	Latitude	7° 6' N.,	Longitude	132° 1' E.
" 1200 -	"	7° 5' N.,	"	132° 50' E.
" 2000 -	"	6° 5' N.,	"	133° 43' E.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

25 October 1944 to 27 October 1944

As before steaming enroute to Hollandia in convoy with three APD's as screening escort. Course changed to 137° at 0300 on the 25th; changed to 132° true at 0800 same day. Speed changed from 14 knots to 12 knots at 1400 on the 26th. At 2012 changed course to 140° true at 1600 changed course to 127° true. At 0247 on the 27th changed course to 140° true. At 0730 on the 27th arrival off Humbolt Bay. At 0956 anchored in Humbolt Bay with 60 fathoms of chain to Port anchor. At 1615 commenced bring stores aboard. Weather and sea favorable. Moderate swells in Bay Area.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

CONFIDENTIAL

U. S. S. HERCULES (AK41)

Zone -9

Anchored

28 October 1944

Anchored as before awaiting further orders. Began preparation for replenishing supplies and ammunition. Routine security measures in effect.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

29-30 October 1944

Anchored in Humbolt Bay, New Guinea as before. No further operations.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

31 October 1944

Anchored as before. At 0515 underway to go alongside tanker for fuel. At 0625 moored starboard side to SS BISHOPDALE in Limbi Bay, Hollandia, New Guinea. At 0630 commenced fueling. At 1100 completed fueling. At 1115 underway to return to anchorage. At 1215 anchored as before. At 2000 commenced taking on stores. At 2245 secured taking on stores. Awaiting orders for next operation.

R. C. Horne
R. C. HORNE
Lt., D-V(S), USNR

Reg. No. 313
R. S. No. _____

AK41/A12-1
Serial:0225

U. S. S. HERCULES (AK41)

1 December 1944.

CONFIDENTIAL

From: The Commanding Officer.
To : Commander In Chief, United States Fleet.
Subject: War Diary-
Reference: (a) Cominch restr ltr FF1/A12-33, Ser 3899 of 10
Oct 1942.
Enclosure: (A) War Diary.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 November 1944 to 30 November 1944 inclusive.


W. H. TURNQUIST

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U. S. S. HERCULES (AK41)

Zone -9

WAR DIARY

Anchored

1 November 1944

Anchored in Humboldt Bay, New Guinea. At 1203 at 1315 took on diesel fuel from YO59. No further operations. Weather and sea good.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

2 November 1944

Anchored as before with bearings as follows: Malhilde Island 241° true, Signal Tower on Mushiet Island 168° true, Cape Callie 320° true. At 0800 underway in accordance with CTF 79.15.2 orders received by visual message 010740 to proceed to Moratoi Island. Course at 300° true speed 8 knots. At 0900 changed course to 297° true speed 12 knots. At 1338 speed changed to 14 knots Z/Z Plan No. 6 was used throughout the day. Weather and sea favorable but considerable overcast.

Position 0800 -
1200 - Latitude 2° 09' S., Longitude 140° 15' E.,
2000 - " 1° 24.5' S., " 138° 52' E.,

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

3-4 November 1944

Steaming enroute to Moratoi from Hollandia on course 293° true, speed 14 knots. Held target practice both days for A/A and surface guns in morning. At 0045 on the 4th changed course to 279° true. At 0851 changed course to 282° true, Z/Z Plan No. 6 USF. 10A used regularly. Weather and sea favorable.

3 November 1944
Position 0800 - Latitude 00° 25' S., Longitude 136° 27' E.
1200 - " 00° 01' N., " 135° 26' E.
2000 - " 00° 40' N., " 133° 58' E.

4 November 1944
Position 0800 - Latitude 1° 21' N., Longitude 131° 26' E.
1200 - " 1° 26' N., " 130° 48' E.
2000 - " 1° 40' N., " 129° 57' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

U. S. S. HERCULES (AK41)

CONFIDENTIAL

WAR DIARY

Zone -9

5 November 1944

As before steaming on base course 282° true. At 0314 sighted Anti Aircraft fire bearing 220° true approximately over Moratoi Island. At 0345 Commenced maneuvering at various courses and speeds to arrive off harbor entrance. At 0800 moored at navy pier Moratoi Island. At 1300 commenced loading operations.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

6-7 November 1944

Moored as before at Navy Pier, Moratoi Island loading cargo. No other operations. Nightly air raids on island, none directed at ships.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

8 November 1944

Moored as before. At 0647 underway to shift berth to anchorage in bay. At 0725 anchored off Gila Point in 18 fathoms of water. Bearings as follows: Gila Point, Signal Tower 160° true, Milila Island 214° true, Kokoji Island 294° true. Had air raid in morning and several times during night. No raid on ships but directed at island air fields.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

9 November 1944

Anchored as before. General Quarters at 0250, secured at 0347. General Quarters sounded again at 0415, secured at 0530. Same type of air raid. No fire from ships.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

10 November 1944

Anchored as before. General Quarters at 0315 secured at 0410. At 1024 underway in accordance with CTF dispatch O11258 of November 1944 in company with TU 79.15.2 OTC and guide on U.S.S. CLAY. Course set at 084° true, speed 14 knots, used Z/Z Plan No. 6.

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U. S. S. HERCULES (AK41)

Zone -9

WAR DIARY

10 November 1944 (Con't)

Position 0800 -

1200 - Latitude $01^{\circ} 58'$ N., Longitude $128^{\circ} 30'$ E.

2000 - " $02^{\circ} 10'$ N., " $130^{\circ} 15'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

11 November 1944

At Sea

As before enroute to Leyte Island of Philippine Islands on base course 084° true, speed 14 knots, using Z/Z Plan 6, USF 10A. At 0810 Changed course to 000° true. At 0900 changed formation and ceased Z/Z Plan for firing practice. At 1000 secured from target practice resumed cruising formation. Weather good sea good.

Position 0800 - Latitude $2^{\circ} 26'$ N., Longitude $132^{\circ} 58'$ E.

1200 - " $3^{\circ} 17'$ N., " $132^{\circ} 49'$ E.

2000 - " $5^{\circ} 13'$ N., " $132^{\circ} 41'$ E.

R. C. Horne
R. C. HORNE,
Lt. D-V(S), USNR

12-13 November 1944

As before enroute to Leyte Island. At 0840 changed course to 298° true. At 1500 commenced maneuvering drills. At 1529 sounded General Quarters. At 1550 secured from General Quarters. At 1851 reduced speed to 12.5 knots. At 0953 on the 13th enemy planes were reported in the area, General Quarters was set. Various maneuvers were made as the reported contacts were received from screening ships. At 1108 secured from General Quarters, no planes had come in sight of our ships. At 1540 enemy planes reported, sounded General Quarters, and commenced maneuvering to avoid air attack. At 1900 enemy plane sighted forward of starboard beam distance approximately 6,000 yards, altitude about 30° . Screening ships fired and this ship fired three rounds of $3"/50$ cal, ammunition, but plane was not in safe firing arc for other guns than the forward $3"/50$ cal. gun, No. 1. This plane which appeared to be a "Jill" torpedo plane painted black passed parallel to this ship going astern and made a direct attempt to torpedo another ship in the last row of the convoy. The torpedo was seen to drop inaccurately to the water and bounce to a height of approximately 30 feet then missing the ship by a small margin; within a hundred yards of the dropping of the torpedo the plane was enveloped in anti aircraft fire and was seen to dive into the water, disappearing immediately. At 1810 secured from General Quarters. At 1935 formed approach cruising disposition.

12 November 1944

Position 0800 - Latitude $7^{\circ} 08'$ N., Longitude $132^{\circ} 58.5'$ E.

1200 - " $7^{\circ} 38.5'$ N., " $132^{\circ} 14'$ E.

2000 - " $8^{\circ} 26'$ N., " $130^{\circ} 44'$ E.

4

CONFIDENTIAL

U. S. S. HERCULES (AK41)

Zone -9

WAR DIARY

12-13 November 1944 (Cont)

13 November 1944

Position 0800 - Latitude $9^{\circ} 24'$ N., Longitude $128^{\circ} 28'$ E.
1200 - " $9^{\circ} 45'$ N., " $127^{\circ} 42'$ E.
2000 - " $10^{\circ} 20'$ N., " $126^{\circ} 30'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

14 November 1944

At Anchor

As before enroute to Leyte Island. On course 300° true, speed 8 knots. At 0456 commenced maneuvering to make land fall off San Pedro Bay. At 0516 sounded general quarters. Enemy planes reported in the area. A few were sighted but were out of range of the convoy ships' guns. At 0759 secured General Quarters and set condition II. At 0812 anchored in San Pedro Bay off Leyte Island, Philippines Islands. At 0900 commenced discharging cargo. At 1905 sounded General Quarters. At 1907 secured from General Quarters. Continued discharging cargo throughout the night. Weather and sea ideal.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

15 November 1944

Anchored as before, continued to discharge cargo. At 2325 ceased unloading due to lack of boats.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

16 November 1944

As before anchored. At 0300 commenced unloading. At 0705 completed unloading. At 1725 underway in accordance with CTG 78.2 movement order No. 14-44 in company with Task Unit 78.2.34, OTC in USS MAHAN DD364. At 1739 set General Quarters. At 2015 secured from General Quarters and set condition II. Course set at 116° true, speed 10 knots.

Position 0800

1200

2000 - Latitude $10^{\circ} 57'$ N., Longitude $125^{\circ} 15'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

CONFIDENTIAL

U. S. S. HERCULES (AK41)

Zone -9

WAR DIARY

17-18 November 1944

As before enroute to Manus from Leyte Island on base course 116° true, speed 10 knots. At 2000 on 18 November 1944 changed course to 132° true.

17 November 1944

Position 0800 -	Latitude	$9^{\circ} 57'$	N.,	Longitude	$126^{\circ} 58'$	E.
1200 -	"	$9^{\circ} 38'$	N.,	"	$127^{\circ} 18'$	E.
2000 -	"	$8^{\circ} 57'$	N.,	"	$128^{\circ} 09'$	E.

18 November 1944

Position 0800 -	Latitude	$7^{\circ} 52'$	N.,	Longitude	$130^{\circ} 09'$	E.
1200 -	"	$7^{\circ} 37'$	N.,	"	$130^{\circ} 44'$	E.
2000 -	"	$7^{\circ} 06'$	N.,	"	$131^{\circ} 56'$	E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

19 November 1944.

At Sea

As before steaming on base course 132° true, speed 10 knots. At 0800 changed course to 138° true. Weather and sea good.

Position 0800 -	Latitude	$5^{\circ} 38'$	N.,	Longitude	$133^{\circ} 27'$	E.
1200 -	"	$5^{\circ} 03'$	N.,	"	$133^{\circ} 50'$	E.
2000 -	"	$4^{\circ} 05'$	N.,	"	$134^{\circ} 53'$	E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR

20 November 1944.

Steaming on base course 138° true as before. At 0740 changed course to 107° true, speed 2 knots or 31 RPM was effected during the departure of LST's from the convoy. At 0755 resumed standard speed of 11 knots. Weather and sea good.

Position 0800	Latitude	$2^{\circ} 38'$	N.,	Longitude	$136^{\circ} 33'$	E.
1200	"	$2^{\circ} 24'$	N.,	"	$137^{\circ} 18'$	E.
2000	"	$1^{\circ} 49'$	N.,	"	$138^{\circ} 49'$	E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

21-22 November 1944.

As before on base course 107° true, speed 11 knots. At 0800 changed speed to 9.5 knots. At 1133, 22 November 1944 changed course to 134° true. At 1843 changed course to 139° true. Weather and sea good.

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U. S. S. HERCULES (AK41)

Zone -9

WAR DIARY

21-22 November 1944 (CONT)

21 November 1944.

Position 0800 - Latitude $1^{\circ} 06'$ N., Longitude $141^{\circ} 05'$ E.
1200 - " $00 55'$ N., " $141^{\circ} 45'$ E.
2000 - " $0^{\circ} 37'$ N., " $143^{\circ} 01'$ E.

22 November 1944.

Position 0800 - Latitude $0^{\circ} 2.5'$ N., Longitude $144^{\circ} 45'$ E.
1200 - " $0^{\circ} 7.5'$ S., " $145^{\circ} 17.5'$ E.
2000 - " $0^{\circ} 49'$ S., " $146^{\circ} 20'$ E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

23 November 1944.

Steaming as before enroute to Manus on base course 139° true, speed 8.5 knots. At 0532 received instructions to proceed independently off Manus. At 0630 Pilot Lt(jg) Stepon aboard. Received orders to go alongside tanker AO71 and fuel. At 0718 moored alongside U.S.S. NESHONIC in berth 3, Seeadler Harbor, Manus Island, Admiralty Islands. At 0805 commenced taking fuel. At 1050 completed fueling. At 1130 cast off from U.S.S. NESHONIC, At 1300 anchored in berth 296. Sea calm, occasional rain squalls.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

24 November 1944.

Anchored as before. At 1000 transferred nine (9) men ashore for transportation to new construction drafts. Received orders to furnish shore patrol. At 1230 one Lt(jg), one CPO, and three POs left for shore patrol duty from 1300 to 1800.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

25-29 November 1944.

Anchored as before in Berth 296, Seeadler Bay, Manus Island. Took on supplies, ammunition, fuel etc in preparation for next operation. Continued to furnish shore patrol. No further remarks.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

CONFIDENTIAL

U. S. S. HERCULES (AK41)

Zone -9

WAR DIARY

30 November 1944.

Anchored as before. At 0600 commenced preparing to get underway. At 0643 underway in accordance with orders received from CTD. 24, via visual message 292150. OTC in USS DU PAGE. AT 0745 took departure from Manus Island. Course set at 298° true, speed 13 knots. At 1000 changed course to 270° true, using Z/Z Plan No. 6 USF.10A. At 1400 held target practice for AA guns. At 1428 changed course to 248° true. Sea good occasional rain squalls.

Position 0800 -	Latitude	1° 52' S.,	Longitude	147° 14' E.
1200 -	"	1° 43' S.,	"	146° 31' E.
2000 -	"	2° 05' S.,	"	145° 01' E.

R. C. Horne
R. C. HORNE,
Lt., D-V(S), USNR.

Doc No. 389
U. S. No. _____

A12-1
Serial: 0001

U. S. S. HERCULES (AK41)

2 January 1945.

From: The Commanding Officer.
To : Commander In Chief, United States Fleet.
Subject: War Diary -
Reference: (a) Cominch rstr ltr FF1/A12-33, Serial 3899 of
10 October 1942.
Enclosure: (A) War Diary for month of December 1944.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 December 1944 to 31 December 1944, inclusive.


W. H. TURNQUEST

Copy to:
CominchPac

103081

U. S. S. HERCULES(AK41)


Zone -9

WAR DIARY

At Sea


1 December 1944.

Steaming on base course 248° true, speed 13 knots, using Z/Z Plan No. 6 of USF 10A. Enroute from Manus Island (Naval Base), Admiralty Islands to Aitape, New Guinea, pursuant to CTF 78 dispatch of 281547 of November 1944. At 0320 landfall by radar of OTC distance 54 miles bearing 195° true. At 0829 maneuvering into anchorage off Aitape. At 0953 anchored with following bearings: right tangent Tamara Island 342° true, left tangent Tamara Island 311° true, Lapar Point, N.G. 283° true.


R. C. HORNE,
Lt.,(D),USNR.


2 - 9 December 1944.

Anchored as before awaiting operational orders. Sea mild with large swells throughout causing impossibility of running boats smaller than LCM's ashore. Considerable rains throughout, no further remarks or operations.


R. C. HORNE,
Lt.,(D),USNR.

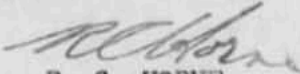
10 December 1944.

Anchored as before in Aitape Harbor, New Guinea. At 0415 commenced loading operations. At 0556 underway to shift berth. At 0636 anchored with following bearings: right tangent Tamara Island 070° true, left tangent 035° true, Tamara Island 330° true, continued loading ammunition and gasoline.


R. C. HORNE,
Lt.,(D),USNR.

11 December 1944.

Anchored as before at 0140 LCT 1293 under command of Lieutenant Buckley USNR, File No. 160823 came alongside on port side of No. 1 Hold. LCT approached ship at approximately 45° angle and had considerable way on. In spite of his efforts to back down and avoid collision, he was unable to stop, resulting in collision; the port side of his ramp piercing the hull at frame No. 58; just below the painted water line. The damage was repaired following a complete Hull Board inspection and receipt of statement from the Captain of LCT 1293. Loading continued throughout the day.


R. C. HORNE,
Lt.,(D),USNR.

Zone -9

U. S. S. HERCULES (AK41)

At Anchor

WAR DIARY

12-15 December 1944.

Anchored as before. Loading operations continued. It was necessary to stop loading occasionally due to large swells. Only ammunition and gasoline being loaded.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

16-17 December 1944.

As before. No further loading operations. Awaiting orders to load vehicles. The loading operations in this area has been particularly slow due to the difficulty in getting boats ashore. Many LCM's have been "broached" and damaged attempting to overcome the swells which at times are six feet high. Weather good with occasional light rains.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

18-21 December 1944.

Anchored as before. No further operations still standing by to finish loading cargo consisting of vehicles and ammunition. Weather favorable, sea continued to have large swells causing the ship to roll as much as 20° regularly.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

22 December 1944.

As before. At 0610 commenced loading vehicles and ammunition, continued throughout remainder of day. It was necessary to have steam up and use 15-20 rpm against the starboard anchor in order to head into the swells and make it possible to load vehicles.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

23-24 December 1944.

As before continued loading operations which were delayed and very difficult due to extreme large ground swells.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

Zone -9

U. S. S. HERCULES (AK41)

At Anchor

WAR DIARY

25 December 1944.

Continued loading cargo, using 15-20 rpm to head ship into swells. At 1730 LCT 1304 rammed into ship's side at frames 142-143 port side about 10 feet up from water line and 1 foot above shelter deck. The hole was about 21" x 18". Hull Board investigation was made immediately. Weather was squally with thundershowers intermittent.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

26 December 1944.

Continued loading vehicles in No. 2 Hold. Passengers reported aboard including officers and men from Battery "B" 470th AAA AW Bn; Battery C 22 AA Searchlight Bn 1st Platoon; and 743rd Ordnance Light Maintenance Company, in accordance with embarkation orders. At 1730 completed putting steel patch on hole at frame No. 142-143.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

27 December 1944.

As before, completed loading at 0001. At 1500 prepared to get underway to shift anchorage. At 1530 underway to assigned anchorage. No further operations.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

28 December 1944.

As before awaiting orders to get underway. Received 300 smoke floats (M-4) from S.S. CAPE ALAVA. At 1405 underway on various courses to conform to formation schedule in accordance with visual orders received from CTU 78.1.2 message 280205. This ship assigned to Transport Unit Charlie under command of Captain Ryan. The Transport Group being 78.1.2 with Commodore Richardson in Command on the U.S.S. CAVALIER (PA37). The Flagship of convoy is U.S.S. BLUE RIDGE. At 1515 executed cruising disposition C-2 of OP Plan 103-44. Course set at 308° true, speed 8 knots. At 1550 speed set at 6 knots. Sea choppy weather squally.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

Zone -9

U. S. S. HERCULES (AK41)
WAR DIARY

At Sea

29 December 1944.

Steaming enroute to Philippines from Aitape on base course 308° true, speed 9 knots. At 0930 exercised crew at General Quarters. At 0947 secured and exercised crew at abandon ship drill. At 0959 secured from drills.

Position 0800 - Latitude $1^{\circ} 35'$ S., Longitude $145^{\circ} 35'$ E.
1200 - " $1^{\circ} 18'$ S., " $140^{\circ} 26'$ E.
2000 - " $00^{\circ} 38'$ S., " $139^{\circ} 55'$ E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

30 December 1944.

As before steaming on course 308° true, speed 9 knots. At 1400 exercised crew at General Quarters, also held gun drills at 1313 to 1345. Weather and see good.

Position 0800 - Latitude $00^{\circ} 22'$ N., Longitude $138^{\circ} 32'$ E.
1200 - " $00^{\circ} 41'$ N., " $138^{\circ} 32'$ E.
2000 - " $1^{\circ} 41'$ N., " $138^{\circ} 41'$ E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

31 December 1944.

Steaming on base course 308° true, speed 9.5 knots. At 0740 changed speed to 7 knots. At 0750 changed course to 325° true. At 1640 changed course to 320° true. At 2022 changed course to 350° true. At 2030 changed course to 020° true. At 2050 changed course to 350° true. At 2112 changed course to 320° true. Sea and weather good.

Position 0800 - Latitude $2^{\circ} 21'$ N., Longitude $136^{\circ} 11'$ E.
1200 - " $2^{\circ} 44'$ N., " $135^{\circ} 55'$ E.
2000 - " $3^{\circ} 35'$ N., " $135^{\circ} 19'$ E.

R. C. Horne
R. C. HORNE,
Lt. (D), USNR.

Page No. 428
R. S. No.

A12-1
Serial: 0043

U. S. S. HERCULES
(AK41)

1 February 1945.

CONFIDENTIAL

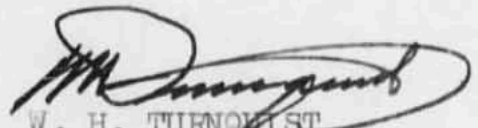
From: The Commanding Officer.
To : Commander-in-Chief, United States Fleet.

Subject: War Diary -

Reference: (a) Cominch rstr ltr FF1/A12-33, Serial 3899
of 10 October 1942.

Enclosure: (A) War Diary for month of January 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 January 1945 to 31 January 1945, inclusive.


W. H. TURNQUIST

Copy to:
CominchPac

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U. S. S. HERCULES
(AK41)

Zone -9

WAR DIARY

At Sea

1 January 1945.

Enroute from Aitape, New Guinea to Lingayen Gulf, Philippine Islands in accordance with C.T.G. 78.1 attack order 2-44 of December. This ship assigned to Transport Unit Charlie under Captain RYON. The Transport Group being 78.1.2 with Commodore RICHARDSON in command on U.S.S. CAVALIER (PA37). The flag ship of the convoy is U.S.S. BLUE RIDGE. Cruising on course 320° True, speed 8 knots. At 0719 changed course to 315° True. Several course changes were made through the day, the first course being 302° True. Gun drills were held.

Position 0800 - Latitude 4° 35' N., Longitude 134° 40' E.
1200 - " " 5° 00' N., " " 134° 22' E.
2000 - " " 5° 41' N., " " 133° 32' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

2 January 1945.

As before steaming on base course 302° True, speed 8 knots. At 1089 sounded general quarters. At 1117 secured from general quarters, enemy plane "snooper" failed to come within firing distance.

Position 0800 - Latitude 6° 30' N., Longitude 132° 03' E.
1200 - " " 6° 45' N., " " 131° 34' E.
2000 - " " 7° 16' N., " " 130° 40' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

3 January 1945.

Steaming on course 305° True, speed 8 knots. At 0905 sounded general quarters. At 0938 secured general quarters. No firing took place.

Position 0800 - Latitude 8° 11' N., Longitude 129° 15' E.
1200 - " " 8° 30' N., " " 128° 47' E.
2000 - " " 9° 00' N., " " 127° 53' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

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U. S. S. HERCULES
(AK41)

Zone -9

WAR DIARY

At Sea

4 January 1945.

As before steaming on base course 310° True, speed 8 knots. At 0530 radar picked up land bearing 240° True. Various courses were steered throughout the day conforming to channel entering Surigao Straits. General quarters at sunrise and sunset. No firing took place.

Position 0800 - Latitude 09° 57' N., Longitude 126° 33' E.
1200 - " " 10° 04' N., " " 126° 15' E.
2000 - " " 10° 32' N., " " 125° 24' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

5 January 1945.

Steaming on base course 200° True, speed 8 knots. Steering various courses to conform to channel. Several canoes carrying Filipinos were sighted during this trip through the Mindanao Sea. There were several reported contacts of midget submarines and some torpedoes fired. There were not hits and one submarine was reported rammed and sunk.

Position 0800 - Latitude 09° 19' N., Longitude 124° 24' E.
1200 - " " 09° 05' N., " " 123° 53' E.
2000 - " " 08° 57' N., " " 122° 53' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

6 January 1945.

Steaming on course 310° True, speed 8 knots. Steered various courses throughout the day to conform to channel. Weather and sea ideal. Usual general quarters at sunset, no contacts with enemy reported.

Position 0800 - Latitude 09° 49' N., Longitude 121° 57' E.
1200 - " " 10° 18' N., " " 121° 45' E.
2000 - " " 11° 13' N., " " 121° 24' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

CONFIDENTIAL

U. S. S. HERCULES
(AK41)

Zone -9

WAR DIARY

At Sea

7 January 1945.

Steaming on course 340° True, speed 9 knots. Steering various courses throughout the day. No unusual occurrences during the day.

Position 0800 -	Latitude $12^{\circ} 36'$ N.,	Longitude $120^{\circ} 44'$ E.
1200 -	" " $12^{\circ} 58'$ N.,	" " $120^{\circ} 20'$ E.
2000 -	" " $13^{\circ} 15'$ N.,	" " $119^{\circ} 18'$ E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

8 January 1945.

As before steaming enroute to Lingayen Gulf, Philippine Islands on course 350° True, speed 9 knots. Changed course several times during the day in accordance with tactical maneuvers. No contacts with enemy.

Position 0800 -	Latitude $15^{\circ} 29'$ N.,	Longitude $119^{\circ} 10'$ E.
1200 -	" " $16^{\circ} 01'$ N.,	" " $119^{\circ} 11'$ E.
2000 -	" " $16^{\circ} 45'$ N.,	" " $119^{\circ} 28'$ E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

9 January 1945.

Steaming on course 130° True, speed 6 knots. Steering various courses to make approach to Lingayen Gulf. At 0500 sounded general quarters. At 0715 enemy aircraft sighted. This ship expended 132 rounds 20 M/M and 38 rounds of 3"/50 A.A. all of which proved in effective since target did not come within range. At 0734 anchored in Transport Area, Lingayen Gulf with Mount Santo Tomas bearing 064° True. At 1040 commenced discharging cargo. At 1240 shift anchorage to close in closer to beach. At 1430 anchored almost five miles from beach in berth with following bearings: Point Lulu 07° True, Mountain Peak 069° True, Shoal Buoy 031° True. At 1842 flash red. At 1855 commenced firing at enemy aircraft, ceased fire at 1910. At 2002 commenced firing at aircraft. At 2015 secured from general quarters. Expended 76 rounds of 3"/50, 264 rounds of 20 M/M. No effective shots due to target being out of range.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

4

CONFIDENTIAL

U. S. S. HERCULES

(AK41).

Zone -9

WAR DIARY

At Anchor

10 January 1945.

Anchored in Lingayen Gulf. Continued unloading operations which were delayed considerably because of lack of boats. Port side of ship took considerable pounding from LSM's alongside due to heavy swells. Enemy aircraft were reported in area but no shots were fired due to effectiveness of smoke screen set up by ships.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

11 January 1945.

Anchored as before. Continued unloading operations. There were several flash reds during the 4-8 watch but there was no attack on the white beach ships. Most of air attack appeared to be directed at the ships located in the blue beach area. There were also several flash reds during the 20-24 watch but again no firing from the ships in our group. Swells continued to hinder unloading at times.

R.C. Horne
R. C. HORNE
Lt., (D), USNR

12 January 1945.

Anchored as before. Unloading operations continues with considerable delay due to large swells. LSM 68 in departing from port side was caught by a swell and rammed a hole 12" in length and forced large dent over a space 6' long and 3' high at frames 166 - 167 on the sheer strake. Flash reds occurred during the 4-8 and 18-20 watches with this ship firing 10 rounds of 3"/50 A.A. ammo all of which was ineffective.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

5

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U. S. S. HERCULES

(AK41)

Zone -9

WAR DIARY

At Anchor

13 January 1945.

Unloading continued but due to seriousness of swells the ship was headed into the swells with anchor out. This aided conditions and made unloading progress more rapidly. At 1645 completed unloading. All army personnel detached and left ship. At 1732 underway in accordance with CTG 78.1 dispatch of 13 January 1945. O.T.C. and guide in U.S.S. MOUNT MCKINLEY. Set course at 342° True, speed 12 knots.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

14 January 1945.

At Sea

Steaming enroute from Lingayen Gulf to Leyte, Philippine Islands on course 270° True, speed 12 knots using zig zag plan 6 USF 10A. Various courses were steered during day to conform to tactical maneuvers. General quarters held morning and night. No contacts with enemy other than by radar.

Position 0800 -	Latitude	$15^{\circ} 28'$	N.,	Longitude	$119^{\circ} 03'$	E.
1200 -	" "	$14^{\circ} 33'$	N.,	" "	$119^{\circ} 10'$	E.
2000 -	" "	$13^{\circ} 03'$	N.,	" "	$119^{\circ} 50'$	E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

15 January 1945.

Steaming as before on course 154° True, speed 13.5 knots. Zig zagging in accordance with plan #6 USF 10A intermittently through day. No contacts with enemy.

Position 0800 -	Latitude	$10^{\circ} 56'$	N.,	Longitude	$121^{\circ} 29'$	E.
1200 -	" "	$10^{\circ} 07'$	N.,	" "	$121^{\circ} 46'$	E.
2000 -	" "	$08^{\circ} 50'$	N.,	" "	$122^{\circ} 45'$	E.

R.C. Horne
R. C. HORNE
Lt., (D), USNR

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U. S. S. HERCULES
(AK41)

Zone -9

WAR DIARY

At Sea

16 January 1945.

Enroute Leyte Gulf on course 081° True, speed 13.5 knots. Zig zag plan #6 of USF 10A used intermittently. Steered various courses to arrive San Pedro Bay, Leyte Gulf. 1449 Anchored in berth 25, Leyte Gulf.

Position 0800 - Latitude 09° 47' N., Longitude 125° 13.5' E.
1200 - " " 10° 32' N., " " 125° 21.5' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

17 - 18 January 1945.

At Anchor

Anchored as before in Leyte Gulf awaiting orders to proceed to next port. No further operations.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

19 January 1945.

Anchored as before. At 1240 made preparations to get underway. 1429 Anchors aweigh. 1430 Underway in accordance with Commander Task Group 78.9 movement order 1-45 of January 19, 1945. At 1510 took position in convoy on course 090° True, speed 13 knots. At 1712 changed course to 118° True. At 2110 sounded general quarters, enemy aircraft reported in vicinity, but none sighted or fired at by this ship.

Position 0800
1200
2000 - Latitude 10° 24' N., Longitude 126° 10' E.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

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U. S. S. HERCULES
(AK41)

Zone -10

WAR DIARY

At Sea

24 - 30 January 1945.

Anchored as before. Continued to take on various supplies including provisions both dry and frozen and fresh; ammunition, smoke pots etc. Weather was very squally with occasional very heavy rain. Winds were moderate. Sea choppy but no swells to cause trouble.

R.C. Horne
R.C. HORNE
Lt., (D), USNR

16

Reg. No.	475
R. S. No.	

A12-1

U. S. S. HERCULES
(AK41)

Serial: 083

was
1 March 1945.

CONFIDENTIAL:

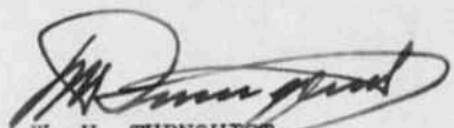
From: The Commanding Officer.
To : Commander-In-Chief, United States Fleet.

Subject: War Diary -

Reference: (a) Cominch rstr ltr FF1/A12-33, Serial 3899 of
10 October 1942.

Enclosure: (A) War Diary for month of February 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 February 1945 to 28 February 1945, inclusive.


W. H. TURNQUEST

Copy to:
CominchPac

CONFIDENTIAL

U. S. S. HERCULES

(AK41)

Zone -10

WAR DIARY

At Anchor

1 February 1945.

Anchored in Ulithi Atoll, Berth 230, this ship assigned to Transport Division, Thirty-Three, under Captain HAIGHT the next highest echelon being Commander Transport Squadron Eleven, under Commodore LOOMIS. The task group is 51.1.

R. C. Horne
R. C. HORNE,
Lt., USNR, (D),

2 - 5 February 1945.

Anchored as before in Berth 230. Complete replenishing of fuel and supplies was effected during this period no other operation.

R. C. Horne
R. C. HORNE,
Lt. (D), USNR.

6 February 1945.

Anchored as before. At 1613 underway in accordance with secret movement order No. 2-45 of C.T.C. 51.1 of 1 February 1945 speed set at 12 knots using Z/A Plan No. 6, USF-10A as of 1750, course set at 058° true.

Position 2000 - Latitude 10° 17' N., Longitude 140° 10' E.,

R. C. Horne
R. C. HORNE,
Lt. (D), USNR.

7 February 1945.

Steaming enroute to Guam from Ulithi on base course 058° true at speed 12 knots. At 0908 changed course to 065° true tactical maneuvers and gun drills were held throughout the day. At 2008 changed course to 020° true. Weather and sea favorable.

Position 0800 - Latitude 11° 23' N., Longitude 141° 57' E.
" 1200 - " 11° 40' N., " 142° 20' E.
" 2000 - " 12° 23' N., " 143° 30' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

8 February 1945.

Steaming as before on base course 020° true. At 0255 landfall bearing 105° distance 40 miles. Various courses were steered to make entrance to Guam Island. At 0935 received orders to proceed independently to Berth assignment in Apra Harbor.

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U. S. S. HERCULES

Zone - 10

(AK41)

At Sea

8 February 1945 (Cont).

At 1125 Anchored in Berth 561 Apra Harbor, Guam.

R. C. Horne
R. C. HORNE,
Lt(D), USNR.

9 - 10 February 1945.

Anchored as before. At 1151 on the 10th shifted berth to pier "George" for loading purposes. At 1446 moored alongside pier George. Loading operations were delayed due to heavy swells which made it impossible to lay close enough to pier to work cargo. All ships hawsers and wires including heavy 2½" "insurance" wire were parted attempting to hawl in close to pier. Mooring was possible by laying off approximately 20 yards from the pier and using towing wires, both off shore to buoys and inshore to the pier.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

11 February 1945.

Moored as before at pier George awaiting moderation of swells or orders to move to other berth to commence loading.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

12 February 1945.

Moored as before. At 0800 underway to shift berth to inner harbor. At 0915 moored to dock No. 1 inner harbor Apra Harbor, Guam. At 1020 commenced loading operations.

R. C. Horne
R. C. HORNE,
Lt.(D), USNR.

13 February 1945.

Moored as before. Continued loading operations. Completed loading at 1445. Weather good.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

14-16 February 1945.

Moored as before at dock No. 1 Apra Harbor, inner harbor. No operations awaiting orders to proceed on next operation.

R. C. Horne
R. C. HORNE,
Lt(D), USNR.

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U. S. S. HERCULES

Zone -10

(AK41)

At Sea

17 February 1945.

Moored as before at Dock No. 1 Apra Inner Harbor, Guam. At 0733 underway to shift berth to 561. At 0800 moored to buoy in berth 561. At 1121 underway using various speeds and courses to take station in convoy in accordance with orders from Commander Task Group 51.1 operation Plan No. 1-45. This ship assigned to Transport Squadron Eleven with Commodore LOOMIS in command who is also in charge of the entire joint expeditionary force reserve task Group 51.1. This ship assigned to Transport Division thirty-three under Captain Haight. Course set at 030° true speed 13 knots. General Quarters drills held 1352 to 1452. At 2205 changed course to 342° true.

Position - 1200 - Latitude 13° 32' N., Longitude 144° 33' E.
" 2000 " 14° 49' N., " 145° 16' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

18 February 1945.

As before enroute to Iwo Jima from Guam on course 342° true speed 14 knots. Various drills and exercises held during the day.

Position - 0800 - Latitude 17° 13' N., Longitude 144° 08' E.
" 1200 " 17° 55' N., " 143° 54' E.
" 2000 " 19° 15' N., " 143° 19' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

19 February 1945.

As before enroute to Iwo Jima on course 342° true., at 1120 changed course to 008° true, with speed of 12 knots and continuing to use Z/Z Plan No. 6 USF-10A. This maneuver was part of plan to cruise in retirement area until orders received to proceed to island with reserve troops. Weather good, sea mild.

Position 0800 - Latitude 21° 17' N., Longitude 142° 36' E.
" 1200 " 22° 07' N., " 142° 27' E.
" 2000 " 23° 47' N., " 142° 38' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

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U. S. S. HERCULES
(AK41)

Zone -10

At Sea

20 February 1945.

As before cruising in retirement area awaiting orders to proceed to Iwo Jima. Speed was average of 12 knots using Z/Z Plan No. 6 of USF-10A. Various drills were held daily including a special damage control organization to handle suicide plane attacks.

Position 0800 -	24° 03' N.,	Longitude	143° 35' E.
" 1200	23° 45' N.,	"	144° 15' E.
" 2000	23° 45' N.,	"	143° 07' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

21 February 1945.

Cruising in retirement area as before. Tactical maneuvers were practiced daily. Weather and sea good.

Position 0800 -	23° 47' N.,	Longitude	143° 46' E.
" 1200	23° 30' N.,	"	143° 55' E.
" 2000	23° 44' N.,	"	143° 11' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

22 February 1945.

As before cruising in retirement area with speed average 10 knots usual drills and tactical maneuvers accomplished. Z/Z Plan No. 6 in use.

Position - 0800	Latitude	24° 03' N.,	Longitude	143° 20' E.
" 1200	"	23° 43' N.,	"	143° 59' E.
" 2000	"	24° 44' N.,	"	142° 39' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

23 February 1945.

As before cruising in retirement area. Routine drills, and tactical maneuvers in effect. Weather fair, sea rough to moderate at times.

Position 0800	Latitude	24° 40' N.,	Longitude	143° 07' E.
" 1200	"	24° 07' N.,	"	143° 18' E.
" 2000	"	24° 21' N.,	"	143° 02' E.

R. C. Horne
R. C. HORNE,
Lt., (D), USNR.

5

CONFIDENTIAL

Zone -10

U. S. S. HERCULES
(AK41)

At Sea

24 February 1945.

As before cruising in retirement area with average speed 10 knots. Various drills and tactical maneuvers throughout the day. Weather good, sea moderate.

Position 0800 - Latitude	24° 47' N.,	Longitude	143° 34' E.
" 1200	" 24° 16' N.,	"	143° 15' E.
" 2000	" 24° 12' N.,	"	142° 57' E.

R. C. Horne
R. C. HORNE,
Lt.(D),USNR.

25 February 1945.

Cruising in retirement area speed 10 knots, weather and sea good.

Position 0800 - Latitude	23° 46' N.,	Longitude	143° 40' E.
" 1200	" 24° 23' N.,	"	143° 24' E.
" 2000	" 24° 01' N.,	"	142° 52' E.

R. C. Horne
R. C. HORNE,
Lt.,USNR,(D).

26 February 1945.

Cruising in retirement area speed 10 knots using Z/Z Plan No. 6 of USF 10A.

Position - - - 0800 - Latitude	23° 54' N.,	Longitude	143° 55' E.
1200	" 24° 15' N.,	"	143° 33' E.
2000	" 24° 10' N.,	"	142° 36' E.

R. C. Horne
R. C. HORNE,
Lt.,(D),USNR.

27 February 1945.

Enroute to Iwo Jima on course 294° true, speed 14 knots. At 0220 radar contact showed land fall, distance 50 miles bearing 270° true. At 0718 arrived off Iwo Jima. At 0957 anchored off Iwo Jima Island with following bearings. Suribachi Yama 265° true,RT. tangent Iwo Jima Island 350° true, Higashi Iwo 046° true. At 1030 underway to shift anchorage. 1131 anchored with following bearings. Higashi Iwo 040° true,RT tangent Iwo Jima 344° true, Suribachi Yama 266° true. At 1430 commenced unloading. 1508 Ceased unloading. At 1815 underway for retirement.

Position 2000 - Latitude 24° 33' N., Longitude 141° 31' E.

R. C. Horne
R. C. HORNE,
Lt(D),USNR.

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Zone - 10

U. S. S. HERCULES
(AK41)

At Sea

28 February 1945.

Underway on retirement on course 220° true. At 0055 changed course to 312° true, at 0309 changed course to 027° true. Speed 12 knots. At 0848 anchored off East side Iwo Jima Island. 1335 resumed unloading. At 2255 LCT 138 stove in a three inch hole in hull plating just above boat topping line at frame No. 23 Hold No. 1. Damage caused by heavy swells. Impossible to protect hull with fenders due the shear of ship and severe roll and swells. Sea was moderate with heavy swells. Easterly moderate wind.

R. C. Horne
R. C. HORNE,
Lt.(D),USNR.

214

Reg. No. 526
R. S. No.

AK41/A12-1

U. S. S. HERCULES

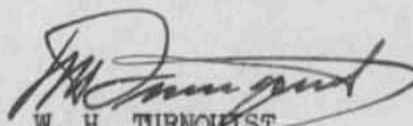
Serial: 0165

was
5 April 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.
Subject: War Diary -
Reference: (a) Cominch ltr rstr FF1/A12-33, Ser. 3899 of
10 October 1942.
Enclosure: (A) War Diary for month of March 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 March to 31 March 1945, inclusive.


W. H. TURNQUIST

Copy to:
CominchPac
ComServRon EIGHT

120942

(AK41)

1 March to 31 March 1945. U. S. S. HERCULES
Zone -10 WAR DIARY

1 March, anchored off Iwo Jima Island debarking equipment and personnel of 3rd U.S. Marine Division. This ship assigned to Transport Division THIRTY THREE under Captain Haight. The next highest echelon being Commander Transport Squadron ELEVEN under Commodore Loomis. The entire operation being 1-45 under Task Group 51.1. At 1745 underway to retire for the night. Set course at 089° T, speed 12 knots.

Position 2000 - Lat 24° 49' N., Long. 141° 41' E.

2 March, steaming in retirement area on various courses in accordance with orders from O.T.C. At 0745 proceeded independently to anchorage. 0825 anchored off east beach Iwo Jima. 0930 commenced unloading. 1000 LSM No. 260 stove hole in starboard plating at frame no. 81, 10" above upper tween deck. Heavy sea and swells made unloading seriously dangerous to ship and personnel. 1147 underway to new anchorage in accordance with visual orders from Commander Transport Division THIRTY THREE. 1220 starboard anchor became fouled in 1-3/4" cable. 1229 ship was aground on a sand bank at Lat 24° 45' 57" N., Long. 141° 19' 43" E. Grounding caused by wind catching the ship while attempting to take the assigned anchorage. Chart showed four fathoms, fathometer showed 5 fathoms, draft of ship was, forward 14' 0" Aft 22' 0" characteristics of bottom were lime volcanic sand, easterly wind, moderate swells. At 1315 tug No. 95 reported for assisting. 1344 tug commenced towing ship. Unable to use ship's engines due to buoy near propeller. 1400 tugs towing gear parted. Commenced ship's engines full speed astern and gradually pulled off sand bank and proceed to anchorage at 1411. No apparent damage to ship. 1548 anchored off Black Beach Iwo Island. 1900 LST 247 alongside. Commenced unloading operations. 2120 General Quarters Flash Red. 2140 secured. Considerable damage was sustained by the Ship's hull starboard side in Engineer room area between frames 99-118 and along seam 9' above tank top. Frames bent in approximately 2 inches. Numerous leaking seams at bent rivets. 2210 ceased unloading and cast off LST and LSM due to heavy weather and swells.

3 March, anchored as before on East side of Island. At 0010 received message to move to west side of Island immediately. At 0128 underway proceeding to west side of Island. At 0222 anchored west side of Iwo Jima. At 0322 commenced unloading cargo into LSM. At 0700 prepared to get underway in accordance with Commander Task Force 51, voice radio message. 0719 underway to shift to eastern side of Island. At 0730 Commander Task Group 51.1 voice radio message cancelled previous orders to shift to east side and ordered us to remain on west side. 0750 returned to original anchorage west coast Iwo. 0852 commenced unloading into LSM and LST. Weather and sea favorable for unloading.

R. C. HORNE,
Lt, (D), USNR.

(AK41)

1 March 1945 to 31 March 1945 U. S. S. HERCULES
Zone -10

WAR DIARY

4 March, anchored off west coast Iwo near Purple Beach. Continued to unload. Sea and weather remained favorable for discharging cargo.

5 March, anchored as before on west side of Island. Continued to discharge cargo. Conditions remained favorable for unloading.

6 March, anchored as before continued discharging cargo. At 1320 completed discharge of cargo.

7 March, As before anchored. 0152 General Quarters, Flash Red. At 0403 secured from General Quarters. Set Condition II. At 0829 underway to shift anchorage. At 1423 anchored on east side island.

8 March, anchored as before. At 1845 underway to retirement area in accordance with Commander Task Force 51 dispatch 080100. O.T.C. and guide in U.S.S. HERCULES. Course set at 108° T speed 11 knots. 2104 changed course to 106° T.

Position 0800

1200

2000 - Lat. 24° 40' N., Long. 141° 33' E.

9 March 1945, steaming as before on course 106° true. Used Z/Z Plan No. 6 USF 10A and various courses to arrive in retirement area to join convoy of Task Unit 12.6.2. Task Unit 41.29.15 desolved. 1402 reported to Commander Task Unit 12.6.2, took station astern of U.S.S. PICKAWAY. Continued to steam in retirement area awaiting orders to return to Iwo to re-embark troops and cargo.

Position 0800 - Lat 23° 56' N., Long. 143° 56' E.

1200 - " 23° 30' N., " 144° 29' E.

2000 - " 23° 43' N., " 143° 41' E.

10 to 13 March, steaming as before in retirement area. Various drills, exercises, tactical maneuvering throughtout the days.

10 - Position 0800 - Lat 23° 39' N., Long. 143° 57' E.

1200 - " 23° 21' N., " 143° 50' E.

2000 - " 22° 21' N., " 142° 11' E.

11 - Position 0800 - Lat 22° 50' N., Long. 142° 18' E.

1200 - " 22° 18' N., " 142° 43' E.

2000 - " 22° 31' N., " 141° 59' E.

12 - Position 0800 - Lat 22° 47' N., Long. 142° 21' E.

1200 - " 22° 56' N., " 142° 16' E.

2000 - " 22° 29' N., " 142° 04' E.

R. C. HORNE,
Lt,(D),USNR.

(AK41)

1 March to 31 March 1945,
Zone -10

U. S. S. HERCULES

WAR DIARY

10-13 March 1945 (Cont)

13 Position 0800 - Lat. 22° 47' N., Long. 142° 18' E.
1200 - " 22° 12' N., " 141° 51' E.
2000 - " 22° 56' N., " 141° 54' E.

14 March, as before steaming in retirement area awaiting orders to proceed to Iwo to re-embark troops and equipment. At 0600 arrived off Iwo Jima. At 0728 anchored off Purple Beach West side of Island. Ship was prepared to receive cargo. Sea was ideal for loading but no cargo was despatched to the ship.

15 to 16 March, anchored as before off Purple Beach. No cargo received throughout the day. Conditions remained ideal with calm sea.

17 March, anchored as before. At 1155 LSM arrived with ammo for No. 1 Hold commenced loading but heavy swells and fresh wind from the Northwest made it necessary to cast off the LSM at 1328 after parting several 8" hawsers and considerable damage to both LSM and this ship.

18 March, anchored as before. Loading operations continued. At 1500 discontinued loading. 1547 underway to shift berth to east side of Iwo Jima in accordance with dispatch from Commander Task Unit 12.6.2. After four unsuccessful attempts to anchor inside net in vicinity of anchorage berths 18-20, due to dragging in soft cinder sand bottom, we proceeded to the north east point of the island and anchored in 45 fathoms of water with good holding ground. Anchorage attempts were at first delayed due traffic congestion and collision near the south entrance to the net. Anchorage possibilities were very limited due crowded area and strong northerly wind. Our ship was extremely light and difficult to control against the wind.

19 March, anchored as before. Attempted to proceed with loading but unsuccessful because of break down casualties on the assigned LSMs, making it impossible to report to the ship before time to shift berth. At 0650 underway to anchorage assigned inside net. Berth 15 was assigned but chart shows only 3½ fathoms in or near berth. At 0850 LSM 47 alongside. Commenced loading throughout the night. Sea and weather were favorable here.

20 March, anchored as before. Continued loading, at 0523 completed loading troops and equipment of 4th Marine Division. 0814 underway to Guam in accordance with Commander Task Group 51.21 radio dispatch 191120 of March 1945. Upon raising the anchor it was detected the anchor windlass was smoking. Investigation disclosed a burning of the bevel gears due clearance caused by excessive use. After much manipulation the anchors were secured for sea. Course was set at 174° T, speed 13.5 knots. Sea was rough, wind fresh easterly.

R. C. HORNE,
Lt,(D),USNR,

4

(AK41)

Zone -10

U. S. S. HERCULES

1 March to 31 March 1945.

WAR DIARY

20 March, (Cont)

Position 1200 - Lat. $24^{\circ} 06'$ N., Long. $141^{\circ} 08'$ E.
2000 - " $22^{\circ} 30'$ N., " $141^{\circ} 29'$ E.

21 March, steaming enroute to Guam from Iwo Jima. Base course was 158° T, speed set 14.5 knots. At 1945 increased speed to 15.5 knots.

Position 0800 - Lat. $20^{\circ} 05'$ N., Long. $142^{\circ} 44'$ E.
1200 - " $19^{\circ} 23'$ N., " $142^{\circ} 43'$ E.
2000 - " $17^{\circ} 46'$ N., " $143^{\circ} 20'$ E.

22 March, steaming enroute to Guam on course 160° T, speed 15.5 knots various courses and speeds used to arrive off Apra Harbor, Guam. 1710 arrived Guam. 1821 moored to cruiser Buoy No. 1 just inside entrance to Harbor.

Position 0800 - Lat $15^{\circ} 04'$ N., Long. $144^{\circ} 13'$ E.
1200 - " $14^{\circ} 10'$ N., " $144^{\circ} 32'$ E.

23 March, moored at Guam Island as before awaiting instructions. 1005 underway in accordance with movement order Commander Transport Division FIFTY NINE No. Al-45, 18 March 1945, 1216 formed cruising disposition "3" base course 180° T. At 1305 changed course to 135° true, at 1323 changed course to 097° T, speed 14 knots, weather and sea good.

Position 1200 - Lat. $13^{\circ} 25'$ N., Long. $144^{\circ} 33'$ E.
2000 - " $13^{\circ} 01'$ N., " $145^{\circ} 52'$ E.

Zone -11

24 to 26 March 1945, steaming enroute to Pearl Harbor from Guam on base course 097° T, speed at 13.5 knots.

24 - Position - 0800 - Lat. $12^{\circ} 47'$ N., Long. $148^{\circ} 11'$ E.
1200 " $12^{\circ} 34'$ N., " $149^{\circ} 05'$ E.
2000 - " $12^{\circ} 23'$ N., " $150^{\circ} 31'$ E.

25 - Position - 0800 Lat. $12^{\circ} 07'$ N., Long. $152^{\circ} 46'$ E.
1200 " $12^{\circ} 01'$ N., " $153^{\circ} 47'$ E.
2000 " $11^{\circ} 49'$ N., " $155^{\circ} 25'$ E.

26 - Position - 0800 Lat. $11^{\circ} 35'$ N., Long. $157^{\circ} 42'$ E.
1200 " $11^{\circ} 27'$ N., " $158^{\circ} 36'$ E.
2000 " $11^{\circ} 18'$ N., " $160^{\circ} 11'$ E.

R. C. HORNE,
Lt, (D), USNR.

5

(AK41)

Zone -11

U. S. S. HERCULES

1 March to 31 March 1945.

WAR DIARY

27 March, 0847 arrived Enewetak Atoll, Marshall Islands. Assigned Berth Love 7 off Eniwetak Island.

Position 0800 - Lat. $11^{\circ} 16'$ N., Long. $162^{\circ} 20'$ E.

Zone -12

28 March, 0748 underway on various courses proceeding out of the anchorage in accordance with movement order Al-45 in company with Transport Division FIFTY NINE, continuing on passage to Pearl Harbor, T.H. 0908 set course 081° T, speed 14.5 knots. 0921 changed course to 080° T. 2035 changed course to 074° T. 2130 changed course to 077° T.

Position 1200 - Lat. $11^{\circ} 32'$ N., Long. $163^{\circ} 05'$ E.
2000 - " $11^{\circ} 51'$ N., " $164^{\circ} 45'$ E.

29 March, steaming as before enroute to Pearl Harbor. 0822 changed course to 078° true.

Position 0800- Lat. $12^{\circ} 28'$ N., Long. $167^{\circ} 15'$ E.
1200 - " $12^{\circ} 41'$ N., " $168^{\circ} 14'$ E.
2000 - " $13^{\circ} 00'$ N., " $169^{\circ} 43'$ E.

Zone -12½

30 March 1945, steaming as before enroute to Pearl Harbor. 0309 changed course to 079° T. 0830 changed course to 075° T.

Position 0800 - Lat. $13^{\circ} 33'$ N., Long. $172^{\circ} 10'$ E.
1200 - " $13^{\circ} 49'$ N., " $172^{\circ} 28'$ E.
2000 - " $14^{\circ} 14'$ N., " $174^{\circ} 31'$ E.

Zone -13

31 March, steaming as before enroute to Pearl Harbor, T.H. 1420 changed course to 079° T.

Position 0800 - Lat. $14^{\circ} 53'$ N., Long. $176^{\circ} 55'$ E.
1200 - " $15^{\circ} 09'$ N., " $177^{\circ} 44'$ E.
2000 - " $15^{\circ} 30'$ N., " $179^{\circ} 13'$ E.

R. C. HORNE,
Lt, (D), USNR.

214
Reg. No. 521

R. S. No.

A12-1

U. S. S. HERCULES

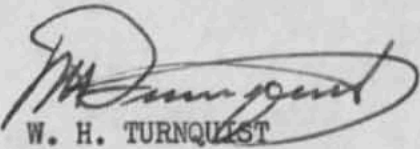
Serial: 0163

was
7 May 1945.

CONFIDENTIAL:

From: The Commanding Officer.
To : Commander-In-Chief, United States Fleet.
Subject: War Diary -
Reference: (a) Cominch rstr ltr FF1/A12-33, Ser 3899 of 10
October 1942.
Enclosure: (A) War Diary for month of April 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 April to 30 April 1945, inclusive.


W. H. TURNQUIST

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U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

Zone #11

1 April 1945, steaming as before enroute Pearl Harbor, T.H. Changed date.

Position 0800 - Lat $16^{\circ} 01' N.$, Long $178^{\circ} 20' W.$
1200 - " $16^{\circ} 16' N.$, " $177^{\circ} 20' W.$
2000 - " $16^{\circ} 39' N.$, " $175^{\circ} 42' W.$

Zone #10 $\frac{1}{2}$

1 April, as before steaming enroute Pearl Harbor, T.H., 2116 changed course to 077° true.

Positions 0800 - Lat $17^{\circ} 07' N.$, Long $173^{\circ} 16' W.$
1200 - " $17^{\circ} 15' N.$, " $172^{\circ} 12' W.$
2000 - " $17^{\circ} 39' N.$, " $170^{\circ} 26' W.$

Zone #10

2 April 1945, as before steaming enroute Pearl Harbor, T.H. 0828 changed course to 078° true. Changed speed to 15.5 knots. 2201 changed course to $081^{\circ} T.$

Positions 0800 - $18^{\circ} 15' N.$, Long $167^{\circ} 53' W.$
1200 - $18^{\circ} 20' N.$, " $166^{\circ} 50' W.$
2000 - $18^{\circ} 52' N.$, " $164^{\circ} 55' W.$

Zone #9 $\frac{1}{2}$

3 April, steaming as before enroute Pearl Harbor, T.H.

Position 0800 - $19^{\circ} 18' N.$, $162^{\circ} 18' W.$
1200 - $19^{\circ} 27' N.$, $161^{\circ} 26' W.$
2000 - $19^{\circ} 41' N.$, $159^{\circ} 39' W.$

4 April, Steaming on various courses preparatory to entering Pearl Harbor. 1457 moored alongside U.S.S. JUPITER in Berth Xray 8, Pearl Harbor, T.H. awaiting orders to unload cargo.

5 April, underway in accordance with Commander Hawaiian Sea Frontier order AA59 of 5 April 1945, proceeding to Kahului, Maui to unload cargo and disembark 4th Marine Division personnel. On various courses and at various speeds en route north of Malokai Island.

Position 2000 - Lat $21^{\circ} 10' N.$, Long $157^{\circ} 34' W.$

R. P. Criswell
R. P. CRISWELL
Lt, (DE), USNR

8

(AK41)

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U. S. S. HERCULES

1 April to 30 April 1945.

WAR DIARY

Zone +9½

6 April, 1010 moored port side to dock Kahului, Maui, T.H. and proceeded to unload cargo and disembark marine personnel.

7 April, 0643 underway in accordance with order AA59 to proceed to Pearl Harbor, T.H., having completed unloading. Took route south of Molokai Island. 1847 moored port side to U.S.S. JUPITER in Berth Xray 2, Pearl Harbor, T.H.

Position 1200 - Lat 21° 03' N., Long. 157° 10' W.

8 to 22 April, granted two weeks availability at Berth Xray 2 for repair and upkeep, and fumigation of ship. 1400, 19 April, shifted berth to dock Victor 2 for fumigation. 21-22 April ship fumigated.

23 April, shifted berth to Xray 14 to await orders to load cargo.

24 April, 1848 shifted berth to dock William 7 for loading. Commenced loading.

25 April to 30 April, continued loading at Berth William 7.

R. P. Criswell
R. P. CRISWELL,
Lt, (DE), USNR,

AK41/A12-1

U. S. S. HERCULES

Serial: 0204

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wes
11 June 1945.

CONFIDENTIAL:

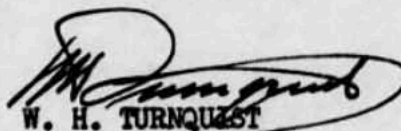
From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.

Subject: War Diary -

Reference: (a) Cominch restr ltr FF1/A12-33, Ser 3899 of 10
October 1942.

Enclosure: (A) War Diary for month of May 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 May to 31 May 1945, inclusive.


W. H. TURNQUIST

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126545

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U. S. S. HERCULES

WAR DIARY

1 May. Completed loading at Berth William 7, Pearl Harbor, and shifted berth to Pier 27, Honolulu Harbor, T.H. to complete loading. Ship being operated as a single unit in Service Squadron EIGHT.

2 May - 3 May. Continued loading at Pier 27, Honolulu, T.H.

4 May, Completed loading at Honolulu Harbor, T.H. at 1657 having on board the following types and amounts: Zone ± 9½

Vehicles	2,186 Tons	Personal Gear	42 Tons
Ammunition	411 Tons	Second Class Mail	389 Bags
Boats (2-MTL)	156 Tons		
		Total Tonnage	2,798 Tons

1726 - Took departure for Eniwetok Atoll, (0492 of 3 May,) proceeding alone in accordance with ComH.A.W., S.F. Des. and set course 196° True, speed 16 knots. 2145 - Changed course to 265° True.

Position 2000 - Latitude 20° 29' N., Longitude 157° 59' W.

5 May. Threw overboard 52 items of pyrotechnic material on account of deterioration. 2300 - Changed course to 260° True. Zone ± 10

Position 0800 - Lat. 19° 48' N., Long. 160° 49' W.
1200 - " 19° 43' N., " 167° 47' W.
2000 - " 19° 27' N., " 167° 06' W.

Zone ± 10½

6 May.

Position 0800 - Lat. 18° 57' N., Long. 167° 32' W.
1200 - " 18° 45' N., " 168° 49' W.
2000 - " 18° 17' N., " 170° 49' W.

Zone ± 11½

7 May. 1246 - Changed course to 259° True.

Position 0800 - Lat. 17° 42' N., Long. 174° 17' W.
1200 - " 17° 27' N., " 175° 15' W.
2000 - " 17° 02' N., " 177° 33' W.

8 May. Crossed date line. No date.

R.P. Criswell
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Lt.(DE), USNR.

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U. S. S. HERCULES

1 May to 31 May 1945.
(Con't)

WAR DIARY

Zone -12

9 May. Expended the following amounts of ammunition in Gunnery Exercises:

27 Rounds	5"-51 Cal.
224 Rounds	3"-50 Cal.
1,706 Rounds	20/MM
500 Rounds	30 Cal.

1242 changed course to 253° True. 1938 Changed course to 252° True.

Position 0800	- Lat. 16° 19' N.,	Long. 179° 12' E.
1200	- " 16° 21' N.,	" 178° 18' E.
2000	- " 15° 48' N.,	" 176° 04' E.

10 May. Zone -12. Expended the following ammunition in Gunnery Exercises:
(AA fire at balloons), (Surface fire at barrel):

25 Rounds	5"-51 Cal.
69 Rounds	3"-50 Cal.
840 Rounds	20/MM

Position 0800	- Lat. 14° 48' N.,	Long. 172° 51' E.
1200	- " 14° 30' N.,	" 171° 56' E.
2000	- " 14° 54' N.,	" 170° 02' E.

Zone -12

11 May. 0800 - Changed course to 251° True. 1300 - Changed course to 253° True. 2046 - Changed course to 251° True.

Position - 0800	- Lat. 13° 02' N.,	Long. 167° 15' E..
1200	- " 12° 36' N.,	" 166° 15' E.
2000	- " 12° 07' N.,	" 164° 31' E.

Zone -12

12 May. 0644 Arrived Eniwetak Atoll.

13 May to 30 May - Anchored in Eniwetak Atoll awaiting orders to proceed to Guam, M.I.

31 May. 1220 - Underway for Apra Harbor, Guam. 1415 Set course at 280° true, Speed 16 knots.

Position: 0800 - Lat. 11° 29' N., Long. 160° 18' E.

R.P. Criswell
R. P. CRISWELL
Lieut. USNR

AK41/ A12-1

U. S. S. HERCULES

Serial: 0295

jwb
1 July 1945.

CONFIDENTIAL:

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.

Subject: War Diary -

Reference: (a) Cominch rstr ltr FF1/A12-33, Ser 3899 of 10
October 1942.

Enclosure: (A) War Diary for month of June 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 June to 30 June 1945, inclusive.

R. Plummer
for W. H. TURNQUIST

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U. S. S. HERCULES

WAR DIARY

MONTH OF JUNE 1945.

1 June. Enroute Apra Harbor, Guam in accordance with Port Director Eniwetok order A4-3 of 30 May 1945. Ship operating singly as a unit of Service Squadron EIGHT. 2000: Changed course to 278° T. Zone -11.

Position 0800 - Lat. 12° 03' N., Long. 156° 53' E.
1200 - " 12° 11' N., " 155° 52' E.
2000 - " 12° 33' N., " 153° 38' E.

2 June.

Position 0800 - Lat. 13° 01' N., Long. 150° 22' E.
1200 - " 13° 09' N., " 149° 43' E.
2000 - " 13° 28' N., " 147° 12' E.

Zone -10:30

3 June. 0620 Arrived Apra Harbor, Guam. 1107 Moored Starboard side to dock "G" Outer Harbor of Apra. 1255 Commenced unloading cargo.

Zone -10

4 June.- 8 June. Unloading cargo at Apra, Guam.

Zone -10

9 June. 1039 Completed unloading. 1337 Underway in accordance Port Director, Guam despatch 1284 of 9 June 1945 and basic orders of Com-HawSeaFrontier 0492 of 3 May 1945 and CincPoa 230207 of April 1945. Enroute to San Francisco, California, having embarked as passengers 10 Officers and 60 enlisted men. Set course 091°; speed 17 knots. 2300 Changed course to 082° T.

Position 2000 - Lat. 13° 09' N., Long. 145° 49' E.

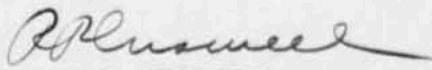
10 June.

Zone -10:30

Position 0800 Lat. 13° 28' N., Long. 149° 09' E.
1200 " 13° 40' N., " 149° 56' E.
2000 " 13° 59' N., " 152° 01' E.

11 June. 0758 Changed course to 085° T.

Zone -11


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U. S. S. HERCULES

WAR DIARY

MONTH OF JUNE 1945.

11 June(Cont).

Position 0800 Lat. 14° 28' N., Long. 155° 05' E.
1200 " 14° 40' N., " 156° 13' E.
2000 " 14° 54' N., " 158° 21' E.

12 June.

Zone -11:30

0804 changed course to 080° T. 0840 - 0925 Conducted gunnery exercises and expended the following ammunition:

43 rds 3"/50 Service A.A.
16 rds 3"/50 Star
1800 rds 20/MM

Position 0800 Lat. 15° 11' N., Long. 161° 30' E.
1200 " 15° 23' N., " 162° 33' E.
2000 " 15° 47' N., " 164° 31' E.

13 June. 1000 Changed course to 056° T. 1258 Changed course to 058° T.

Zone -12.

Positions 0800 Lat. 16° 22' N., Long. 167° 39' E.
1200 " 16° 53' N., " 168° 36' E.
2000 " 18° 03' N., " 170° 20' E.

14 June. 1305 Changed course to 055° T. 1935 Changed course to 054° T.
2100 Changed course to 053° T.

Zone -12:30

Position 0800 Lat. 19° 36' N., Long. 173° 02' E.,
1200 " 20° 27' N., " 174° 04' E.
2000 " 21° 39' N., " 175° 54' E.

14 June(2nd). Changed date to comply with West Longitude.

Zone 1 11

Position 0800 Lat. 23° 35' N., Long. 178° 32' E.
1200 " 24° 14' N., " 179° 23' E.
2000 " 25° 32' N., " 178° 50' W.

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Lt.(DE), USNR.

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U. S. S. HERCULES

WAR DIARY

MONTH OF JUNE 1945.

15 June.

Zone $\frac{1}{2}$ 10:30

Position 0800 Lat. $26^{\circ} 53'$ N., Long. $175^{\circ} 41'$ W.
1200 " $27^{\circ} 23'$ N., " $174^{\circ} 31'$ W.
2000 " $28^{\circ} 18'$ N., " $172^{\circ} 19'$ W.

16 June. 1331 Changed course to 069° T.

Zone $\frac{1}{2}$ 10:00

Positions 0800 Lat. $29^{\circ} 43'$ N., Long. $168^{\circ} 51'$ W.
1200 " $30^{\circ} 18'$ N., " $167^{\circ} 36'$ W.
2000 " $31^{\circ} 09'$ N., " $165^{\circ} 06'$ W.

17 June. 1328 Changed course to 071° T.

Zone $\frac{1}{2}$ $9\frac{1}{2}$

Position 0800 Lat. $32^{\circ} 22'$ N., Long. $161^{\circ} 25'$ W.
1200 " $32^{\circ} 51'$ N., " $160^{\circ} 07'$ W.
2000 " $33^{\circ} 40'$ N., " $157^{\circ} 29'$ W.

18 June. 1326 Changed course to 077° T. 2103 Changed course to 078° T.

Zone $\frac{1}{2}$ 9

Positions 0800 Lat. $34^{\circ} 50'$ N., Long. $153^{\circ} 34'$ W.
1200 " $35^{\circ} 16'$ N., " $152^{\circ} 06'$ W.
2000 " $35^{\circ} 51'$ N., " $149^{\circ} 25'$ W.

19 June. 1326 Changed course to 082° T.

Zone $\frac{1}{2}$ $8\frac{1}{2}$

Position 0800 Lat. $36^{\circ} 34'$ N., Long. $145^{\circ} 43'$ W.
1200 " $36^{\circ} 49'$ N., " $144^{\circ} 20'$ W.
2000 " $37^{\circ} 11'$ N., " $141^{\circ} 39'$ W.

20 June. 1200 Changed course to 088° T.

Zone $\frac{1}{2}$ 8

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U. S. S. HERCULES

WAR DIARY

MONTH OF JUNE 1945.

20 June(Cont).

Position 0800 Lat. 37° 37' N., Long. 137° 53' W.
1200 " 37° 51' N., " 136° 30' W.
2000 " 37° 56' N., " 133° 45' W.

21 June. 0707 Changed course to 086° T. 0755 Changed course to 085° T. 0925 Changed course to 083° T. 1200 Changed course to 092° T; 1312 Changed course to 090° T. 1825 Changed course to 088° T. 2330 Changed course to 090° T.

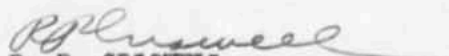
Position 0800 Lat. 38° 05' N., Long. 129° 55' W.
1200 " 38° 03' N., " 128° 37' W.
2000 " 38° 06' N., " 127° 57' W.

22 June. 0513 Sighted Farallone Island light bearing 035° T. 0635 Pilot aboard proceeding on various courses and speeds to anchorage off Treasure Island to disembark passengers before proceeding to ammunition dock, Mare Island. The following ammunition was removed from the ship:

<u>CALIBER</u>	<u>TYPE</u>	<u>AMOUNT</u>
5"/51	Service proj	223 rds
5"/51	Target proj	14 "
5"/51	Service charge	218 "
3"/50	Service A.A.	408 "
3"/50	Illuminating	150 "
20/MM	Service	17,556 rds
45/70	Line throwing blanks	1,000 "
.30	Ball	28,472 "
.45	Ball	2,620 "
Primers	Mk XV-1	420 "
Flares		34
Smoke Pots	M-1	86

Sixty day availability in accordance with ComWestSeaFron despatch F 3135, 210012 of June 1945 commenced this date, 22 June 1945 at Navy Yard, Mare Island, Calif.

23 - 30 June. Proceeded with conversion, overhaul and repairs at Navy Yard, Mare Island, California.


R. P. CRISWELL,
Lt.(DE), USNR.

REG. NO 4301
R. S. NO
REG. SHEET NO 53

AK#1/A12-1

U. S. S. HERCULES

Serial: 0298

jwb
31 August 1945.

CONFIDENTIAL:

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.
Subject: War Diary -
Reference: (a) ComInch rstr ltr FF1/A12-33, Ser 3899 of 10
October 1942.
Enclosure: (A) War Diary for month of July 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 July to 31 July 1945, inclusive.


W. H. TURNQUIST

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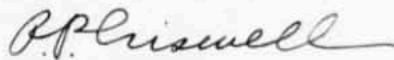
U. S. S. HERCULES

CONFIDENTIAL:

WAR DIARY

MONTH OF JULY 1945:

1 July - 31 July. Proceeded with conversion, overhaul and repair at Navy Yard, Mare Island, California. Availability granted to 22 September 1945.



R. P. CRISWELL,
Lt(DE), USNR.

AK41/A12-1

U. S. S. HERCULES

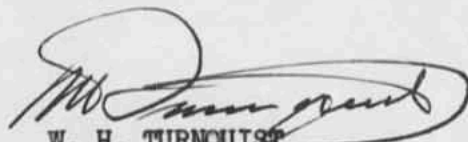
Serial: 0305

jwb
13 September 1945.

CONFIDENTIAL:

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.
Subject: War Diary -
Reference: (a) ComInch rstr ltr FF1/A12-33, Ser 3899 of 10
October 1942.
Enclosure: (A) War Diary for month of August 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 August to 31 August 1945, inclusive.


W. H. TURNQUIST

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142949

U. S. S. HERCULES

CONFIDENTIAL:

WAR DIARY

MONTH OF AUGUST 1945:

1 August - 31 August. Proceeded with conversion, overhaul and repairs at Navy Yard, Mare Island, California.

R. P. Criswell
R. P. CRISWELL,
Lt.,(DE), USNR.

AK41/A12-1

U. S. S. HERCULES

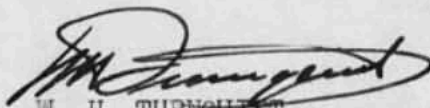
Serial: 0341

jwb
2 October 1945.

CONFIDENTIAL:

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.
Subject: War Diary -
Reference: (a) ComInch rstr ltr FF1/A12-33, Ser 3899 of 10
October 1942.
Enclosure: (A) War Diary for month of September 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 September to 30 September, 1945 inclusive.


W. H. TURNQUIST

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U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL:

MONTH OF SEPTEMBER 1945:

26 September, 2400:

Completed yard repairs, overhaul and conversion at Navy Yard, Mare Island, Calif.

27 September 1945:

Completed radar calibration at Pier 35, NAD, Mare Island, Calif.
Loaded following ammunition at N.A.D. Mare Island for test firing:

6 rds	5"/38 Cal.
24 rds	3"/50 Cal.
128 rds	40MM
1080 rds	20MM
100 rds	10 Ga. shot gun shells.
5000 rds	22 Cal.LONG
160 rds	45 Cal.

1200: Completed degaussing calibration at San Rafael.

1600: Completed compass calibration in S.F. Bay.

28 September 1945:

1830: Completed Post Repair Trial off Farralone Island in accordance with ComWesSea Frontier ltr 397-AU of 24 Sept., 1945. Expended the following ammunition in test firing batteries:

3 rds	5"/38 Cal.
22 rds	3"/50 Cal.
128 rds	40MM
1080 rds	20MM

1900: Moored Berth 10, N.Y., M.I., Calif.

29 - 30 Sept., 1945:

R.F.S. Period.

R. P. Criswell
R. P. CRISWELL,
LtCdr., (DE), USNR.

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Serial: 0346

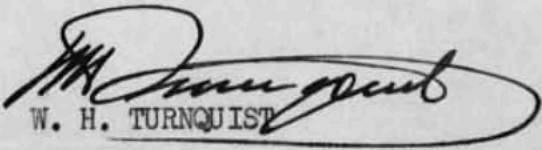
U. S. S. HERCULES

REC. NO. 84
R. S. NO.
REG. SHEET NO. 109

jwb
7 November 1945.

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.
Subject: War Diary -
Reference: (a) ComInch rstr ltr FFI/A12-33, Ser 3899 of 10
October 1942.
Enclosure: (A) War Diary for month of October 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 October to 31 October 1945, inclusive.


W. H. TURNQUIST

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U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL:

MONTH OF OCTOBER 1945:

1 October - 4 October.

Ready for Sea period alongside Berth 10, Navy Yard, Mare Island.

5 October.

Shifted berth to pier 35, N.A.D., Navy Yard, Mare Island; loaded the following ammunition:

12046 rds	40/MM
17640 rds	20/MM
32 rds	40/MM Drill
180 rds	20/MM Drill
15	Dummy time fuses
5	Empty 3"/50 Cal Test Ctgs Cases
2	Empty 5"/38 " " " "
36 rds	3"/50 Cal Dummy drill
4 rds	5"/38 Cal Dummy drill
2	Destructors
13	Abandon ship signal kits
90	Hand light
470	Very signals
160	45/70 Blank Ctgs
121000	30 Cal Ctgs
4800	45 Cal Ctgs
100	Shotgun shells
6	Dislodging ctgs
10	5"/38 Cork plugs
852 rds	3"/50 Cal
300 rds	5"/38 Cal
5000 rds	22 Cal Ball
1 box	Abandon ship kits
1 box	Destructors
24 red	Hand lights

6 October.

Shifted berth to berth 28, Anchorage 9 (S.F.) awaiting orders.

24 October.

1210: Underway for Tacloban, Leyte, Philippine Islands, in accordance

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL:

24 October (Con't)

with ComWesSeaFron Movement Order 890 of 23 October 1945. No cargo and no passengers aboard. Speed of advance 17 K. Initial course set at 285° T.

Position - 2000 Lat: 37° 53' N. Long: 124-50 W.

25 October. Zone Plus 8½

1229: Changed course to 276° T.

Position - 0800 - Lat: 38°-40' N. Long: 129°-48' W.
1200 - " 38°-51' N. " 130°-49.5' W.
2000 - " 39°-04' N. " 133°-38.5' W.

26 October. Zone Plus 9.

1225: Changed course to 280° T.

Position - 0800 - Lat: 39°-23' N. Long: 138°-21' W.
1200 - " 39°-10' N. " 139°-30' W.
2000 - " 39°-23' N. " 142°-48' W.

27 October. Zone Plus 9½.

1220: Changed course to 272° T.

Position - 0800 - Lat: 39°-37' N. Long: 147°-12' W.
1200 - " 39°-35' N. " 148°-38' W.
2000 - " 39°-39' N. " 151°-50' W.

28 October. Zone Plus 10.

1226: Changed course to 265° T.

Positions - 0800 - Lat: 39°-26' N. Long: 156°-17' W.
1200 - " 38°-49' N. " 157°-50' W.
2000 - " 38°-27' N. " 161°-00' W.

29 October. Zone Plus 10½.

0700: Changed course to 259° T.

1239: Changed course to 255° T.

Position - 0800 - Lat: 37°-56' N. Long: 165°-32' W.
1200 - " 37°-46' N. " 166°-50' W.
2000 - " 37°-08' N. " 169°-39' W.

U. S. S. HERCULES

WAR DIARY

CONFIDENTIAL:

30 October. Zone Plus 11.

1241: Changed course to 254° T.

1623: Changed course to 252° T.

2400: Changed time to East Long. date, -12.

Position: 0800 - Lat: 36°-12.5' N. Long: 173°-42.5' W.
1200 - " 35°-54' N. " 175°-04' W.
2000 - " 35°-14' N. " 177°-53' W.

R. P. Criswell

R. P. CRISWELL,
LtCdr, (DE), USNR

CONFIDENTIAL

AK41/A12-1

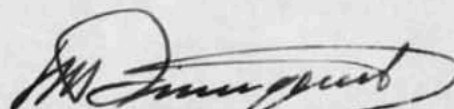
U. S. S. HERCULES

Serial: 0373

jwb
5 December 1945.

From: The Commanding Officer.
To : Commander-In-Chief, U.S. Fleet.
Subject: War Diary -
Reference: (a) ComInch rstr ltr FF1/A12-33, Ser 3899 of 10
October 1942.
Enclosure: (A) War Diary for month of November 1945.

1. In accordance with reference (a) enclosure (A) is forwarded herewith, covering period from 1 November to 30 November 1945, inclusive.


W. H. TURNQUIST

Copy to:
ComInChPac
ComServPac

RECEIVED S-C FILES
Room 2055
ROUTE TO: 03
18 DEC 1945
File No. (SC) A12-1/AK41
Doc. No.
Copy No. 1 of 1
File No. 125

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

MONTH OF NOVEMBER 1945.

1 November Zone - 12

0556: Changed course to 185° T., diverging from great circle course in order to run out of storm area. 2000: Changed course to 256° T.

Position - 0800 - Lat: 33-55 N., Long: 179-25 E.
 1200 - " 32-35 N., " 179-14 E.
 2000 - " 30-32.5 N. " 179-07.5 E.

2 November Zone - 12

1228: Changed course to 255° T.

Positions- 0800 - Lat: 29-28 N., Long: 175-26 E.
 1200 - " 28-59 N., " 174-05 E.
 2000 - " 28-04 N., " 171-12 E.

3 November Zone - 1130

0800: Changed course to 246° T. 1229: Changed course to 245° T. 1937: Changed course to 246° T.

Position - 0800 - Lat: 26-51 N., Long: 167-09 E.
 1200 - " 26-35 N., " 166-06 E.
 2000 - " 25-39 N., " 165-40 E.

4 November Zone - 11

1225: Changed course to 242° T.

Position - 0800 - Lat: 24-04 N., Long: 160-12 E.
 1200 - " 23-36 N., " 159-05 E.
 2000 - " 22-23 N., " 156-41 E.

5 November Zone -1030

1220: Changed course to 246° T., 1912: Changed course to 227° T.

Position - 0800 - Lat: 20-40 N., Long: 153-21 E.
 1200 - " 20-08 N., " 152-11 E.
 2000 - " 19-02 N., " 149-46 E.

6 November Zone - 10

0709: Changed course to 222° T. 1236: Changed course to 243° T. 1900: Changed course to 212° T. 1945: Changed course to 213° T.

Position - 0800 - Lat: 16-50 N., Long: 147-07 E.
 1200 - " 16-04 N., " 146-15 E.
 2000 - " 14-44 N., " 144-07 E.

CONFIDENTIAL

U. S. S. HERCULES

WAR DIARY

MONTH OF NOVEMBER 1945(Con't)

7 November Zone - 9:30

0200 Changed course to 262° T.

Position - 0800 - Lat: 12-57 N., Long: 141-17 E.

1200 - " 12-48 N., " 140-06 E.

2000 - " 12-22 N., " 137-26 E.

8 November Zone - 9

1207: Changed course to 258° T. 2015: Changed course to 261° T.

Position - 0800 - Lat: 11-52 N., Long: 133-47 E.

1200 - " 11-58 N., " 132-52 E.

2000 - " 11-34 N., " 130-23 E.

9 November Zone - 8:30

0930: Made landfall on Suluan Island off Samar Island, P.I. Proceeded on various courses at various speeds to anchorage in San Pedro Bay and reported to representative ComServRon 10 for orders.

10 - 11 November: Awaiting orders.

12 November: Executive Officer LtCdr Robert P. CRISWELL, (DE), USNR relieved by LtCdr H. L. OUTLAW, USN in accordance with BuPers despatch 261831 of 27 Oct., 1945.

12 - 13 November: Anchored in San Pedro Bay, Leyte, P.I., awaiting orders from ComServRon 10 Ammunition Officer.

14 November: Awaiting orders.

15 November: Underway from San Pedro Bay Leyte, P.I., for Guinan, Samar, P.I.

16 - 18 November Inc.: Awaiting orders from ComServRon 10 Ammunition Officer at CNOB Guiuan.

19 November: At 1530 commenced loading ammunition from barge.

20 November;- 23rd November: Continued loading ammunition. At noon on the 23rd went to typhoon condition II and at 1515 shifted berth to A-39.

24 - 25 November: Anchored in berth A-39, typhoon condition II.

26 November: Resumed condition I, shifted anchorage to Z-38 and commenced loading ammunition.

U. S. S. HERCULES

CONFIDENTIAL

WAR DIARY

MONTH OF NOVEMBER 1945(Con't)

27 - 30 November:

Continued loading ammunition.

H. L. Outlaw

H. L. OUTLAW,
LtComdr., USN.



U. S. S. HERCULES
(AK41)

MJH/wes
11 October 1945.

SHIP'S HISTORY

The U.S.S. HERCULES was built in 1939 at the Bethlehem Steel Company (Shipbuilding Division), Foreriver Yard in Quincy, Mass. It was launched on July 18 and christened the "S.S. EXPORTER", being the first cargo vessel to be completed for the American Export Lines, Inc. under the Maritime Commission Building Program. The ship is judged to be one of the best of its type and one of the fastest, containing excellent cargo facilities and an excellent power plant.

Following are the characteristics:

Length overall - - - - -	473' 1"
Length Between perpendiculars- - - - -	450' 0"
Breadth (Molded) - - - - -	66' 0"
Breadth (Extreme)- - - - -	66' 5½"
Depth (Molded), Shelter Deck at side -	42' 3"
Depth (Molded), Second Deck- - - - -	33' 1½"
Gross Tonnage - - - - -	6,736 Tons.
Net Tonnage - - - - -	3,996 Tons.
Deadweight - - - - -	9,514 Tons.

In 1941 the S.S. EXPORTER was taken over by the Navy, renamed the USNCV HERCULES, and operated under contract by the Matson Navigation Company. She sailed in the Merchant Marine Fleet until November 1942, carrying her share of supplies to the Southwest Pacific Area. During this time she was manned by Merchant Seaman and Commanded by Captain W. H. Turnquist, a man with many years experience on the high seas.

The Navy Department decided to place the vessel in full commission and in ceremonies on 30 November 1942 she was commissioned the U.S.S. HERCULES. Since that time she has been known affectionately among her crew as "The Herk". At this time Captain Turnquist was called to active duty in the Naval Reserve with the rank of Commander and retained command of the U.S.S. HERCULES.

"The Herk" has a record of service in the war of which she is justly proud. Since the outbreak of the war with Japan in December 1941 and until June 1945, the U.S.S. HERCULES has steamed 150,065 miles and has carried 115,000 tons of cargo. She was one of the first ships in the combat area, reaching Pearl Harbor about two weeks after the Jap attack.

U. S. S. HERCULES

(AK41)

SHIP'S HISTORY

The ship has participated in the following initial Amphibious Operations, carrying troops and combat equipment:

Occupation of Baker Island.

Assault and occupation of Saipan, Marianas Islands.

Assault and occupation of Peleliu, Palau Islands.

Assault and occupation of Leyte, Philippine Islands.

(Initial and supporting operations).

Assault and occupation of Luzon, (Lingayen Gulf), Philippine Islands.

Assault and occupation of Iwo Jima, Volcano Islands.

Since being commissioned by the Navy the U.S.S. HERCULES has put in at the following ports:

San Francisco, California

Noumea, New Caledonia

Auckland, New Zealand

Pearl Harbor, T.H.

Funa Futi, Ellice Islands

Apamama, Gilbert Islands

Eniwetok, Marshall Islands

Kwajelein, Marshall Islands

Espiritu Santo, New Hebrides

Russell Islands

Hollandia, New Guinea

Morotai, Molucca Islands

Lingayen Gulf, Philippine Islands

Apra Harbor, Guam

Port Hueneme, California

Port Chicago, California

San Diego, California

Baker Island

Saipan, Marianas

Roi-Namur, Marshall Islands.

Guadalcanal, Solomon Islands.

Tulagi, Solomon Islands.

Aitape, New Guinea.

Manus, Admiralty Islands.

Leyte, Philippine Islands.

Ulithi, Caroline Islands.

Maui, T.H.

Honolulu, T.H.

After a much-needed overhaul at the Mare Island, Navy Yard in California, the U.S.S. HERCULES is once more an active part of the U.S. Fleet.

Authenticated by Ship's Secretary.

M. J. Hanke
M. J. HANKE, Lt(jg)USNR.

Copy to:

SecNav

Coml2

CinCPac

Reg. No. 185
R. S. No. 7 03507

AK41/AA-1
Serial 130

U.S.S. HERCULES (AK-41)

18 June 1944.

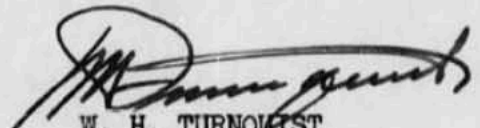
From: Commanding Officer.
To : Readiness Division, Commander-in-Chief U. S. Fleet.

Subject: Report of A.A. Action by U.S.S. HERCULES.

Reference: (a) CominCh rest. ltr serial 2812 of 12 April 1944;
N.D. Bul. 15 April 1944.

Enclosure: (A) AA Action Reports for June 17 and June 18, 1944.

1. In accordance with reference (a), Enclosure (A) is forwarded herewith.


W. H. TURNQUIST

JUN 22 1944

RECEIVED
U.S. FLEET
COMNAVADM IN CHIEF

79230

(2)
X

Feb. 1944

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area)..SAIPAN, Marianas Islands..... U.S.S. HERCULES.....

Zone Time..... - 10 Date..... June 17, 1944.....

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1830

- 1. Surprise attack (yes or no). Yes, but we were at G.O. Day or night. Sunset.....
- 2. Method picking plane up (Radar, binoculars, naked eye)...binoculars.....
- 3. Range plane was picked up (50, 30, 10, less than 5 miles)...3 miles.....
- 4. Total number of planes observed...3 to 5..... Type..... VAL.....
- 5. Number of planes attacking own ship...1..... Type..... VAL.....
- 6. Number of planes taken under fire by own ship...One.....
- (a) Of those attacking own ship...1..... Type..... VAL.....
- (b) Others..... Type..... VAL.....
- 7. Speed and altitude of approach in knots and feet.....
- 8. Number of guns firing - by caliber...2... 3"-50 cal.....
- 9. Ammunition expended - by caliber...23 rounds 3"/50.....
- 10. Percent service allowance expended...2.8%.....
- 11. Method of control...Local..... Method of spotting...Local.....
- Method of ranging...Local..... Method of firing...Local.....
- 12. Approximate time-tracking to first shot...Surprise Attack.....
- 13. Approximate time of first hits...20 seconds.....
- 14. Approximate time first shot to last shot...1.5 minutes.....
- 15. Approximate position angle open fire...50°.....

(Over)

7 03507

2

3

- 16. Approximate position angle cease fire.....5°
- 17. Approximate bearing first shot.....185°
- 18. Approximate bearing last shot.....170°
- 19. Approximate range first shot.....4000 yards..... Altitude of Plane...3000 feet
- 20. Approximate minimum range aircraft approached...1,500 yards..... Altitude...500 feet
- 21. Approximate range last shot....1,500 yards..... Altitude of Plane...800 feet
- 22. Approximate altitude of bomb release...300 feet..... Size of bomb...150 lbs.
- 23. Approximate range torpedo release..... Size torpedo.....
- 24. Number hits on ship by bombs..... by torpedoes..... Was ship

strafed?.....Yes, but not our ship.

Size gun.....50 caliber

- 25. Number near bomb misses damaging ship.....None

- 26. Planes shot down:

	SURE			
	(By own	SURE	PROB-	DAM-
	ship alone)	(Assist)	ABLE	AGED

 - (a) Those attacking own ship..... X
 - (b) Other aircraft.....

(An aircraft is considered destroyed "Sure," when, as result of own ship's fire; 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore, batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire; It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire; It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely.

Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

- 27. Best estimate of size gun or guns responsible for each "Sure".....

- 28. Performance of ammunition (excellent, good, bad, poor).....Good

- 29. What failures in material occurred in this action?.....None

- 30. Sketch: (a) Indicate direction of attack relative ship's head.

- (b) Show relative position of gun.
- (c) Indicate own maneuvers.

Note. - Add descriptive text on additional sheet if required to clarify report.

4

SUN SET

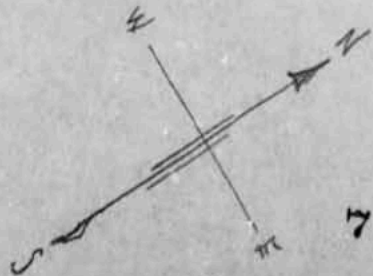
5 PBM'S
SETTLED ON WATER

2000 Yds

FIRING ON 185°
NO FIRE FROM 5/51

U.S.S. HERCULES

⑤



7 03507

9 4

U.S.S. HERCULES (AK-41)

17 June 1944.

From: Gunnery Officer.
To : Commanding Officer.
Subject: Descriptive Text to Clarify Report.

1. On the evening of Saturday June 17, D + 2, at Saipan, at 1830 just after sunset, while at general quarters, a VAL type plane, bearing 185° relative, altitude about 1500 feet, 4,000 yards range, came diving at ship. After 2-3"/50 opened up with 23 rounds expended in one minute, and plane altered course and dove at five (5) PBM planes, strafed them and released 150 pound bomb.

2. The salvo stopped the enemy's attack on our ship and hastened his attack on PBMs. Later pilot from PEM reported enemy plane appeared unsteady after our salvo and was probably damaged slightly.

3. No other ship fired on plane, during this period of attack, but several did fire on him while he was fleeing.

W. J. Gregg
W. J. GREGG
Lieutenant, USNR

Witness:

G. R. Hendricks
G. R. HENDRICKS
Ensign, USNR
Assistant Gunnery Officer

7 03507

⑥+

REVISED FORM FOR REPORTING A.A. ACTION BY
SURFACE SHIPS

Location of ship (area).....SAIPAN, Marianas Islands..... U.S.S. HERCULES (AK-41).

Zone Time.....10..... Date.....18 June 1944.....

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no).....Yes, but we were at G.O. Day or night.....0532 Just before sunrise
2. Method picking plane up (Radar, binoculars, naked eye).....naked eye
3. Range plane was picked up (50, 30, 10, less than 5 miles).....500 yards
4. Total number of planes observed.....One..... Type.....VAL
5. Number of planes attacking own ship.....One..... Type.....VAL
6. Number of planes taken under fire by own ship.....One
- (a) Of those attacking own ship.....One..... Type.....VAL
- (b) Others..... Type.....
7. Speed and altitude of approach in knots and feet.....300 knots, 300 feet
8. Number of guns firing - by caliber.....3-3"/50 cal and 8 20 MM
9. Ammunition expended - by caliber.....13 rounds 3"/50 - 400 rounds 20 MM
10. Percent service allowance expended.....3"/50 cal 1.6% 20 MM 1.6%
11. Method of control.....Local..... Method of spotting.....Local
- Method of ranging.....Local..... Method of firing.....Local
12. Approximate time-tracking to first shot.....Surprise Attack
13. Approximate time of first hits.....+ 15 seconds
14. Approximate time first shot to last shot.....2 minutes
15. Approximate position angle open fire.....45°

7

- 16. Approximate position angle cease fire... 5°
- 17. Approximate bearing first shot... 350° (relative)
- 18. Approximate bearing last shot... 175° (relative)
- 19. Approximate range first shot... 300 yards..... Altitude of Plane... 200 feet
- 20. Approximate minimum range aircraft approached..... Altitude.....
- 21. Approximate range last shot... 4000 + Yards..... Altitude of Plane... 250 feet.
- 22. Approximate altitude of bomb release... 150 feet..... Size of bomb... 100 lbs.
- 23. Approximate range torpedo release..... Size torpedo.....
- 24. Number hits on ship by bombs..... None..... by torpedoes..... None..... Was ship

strafed? No

Size gun.....

25. Number near bomb misses damaging ship..... None

26. Planes shot down: SURE
 (By own ship alone) SURE (Assist) PROB- DAM-
 ABLE AGED

- (a) Those attacking own ship..... X
- (b) Other aircraft.....

(An aircraft is considered destroyed "Sure," when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore, batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "Sure"..... Had trouble with

28. Performance of ammunition (excellent, good, bad, poor)... Good - 20 MM

29. What failures in material occurred in this action?..... None

- 30. Sketch: (a) Indicate direction of attack relative ship's head.
- (b) Show relative position of sun.
- (c) Indicate own maneuvers.

8 Note. - Add descriptive text on additional sheet if required to clarify report.

7 03507

SUN JUST RISING

S A I P P A N

T I N I A N

TARGET ANGLE
350 FOR PORT 20
350 " STBD 20

CHARAN-KANOA

BEARING 350°

RELATIVE BEARING 175°

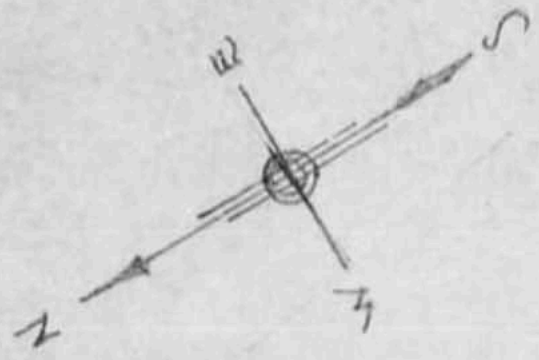
20 MMS

20 MM'S

10 SALVOS FROM 3/50

3/50

USS HERCULES



9

8

U.S.S. HERCULES (AK-41)

18 June 1944

From: Gunnery Officer.
To: Commanding Officer.
Subject: Descriptive Text to Clarify Report.

1. On the morning of Sunday, June 18, 0532 at Saipan, while we were at General Quarters, enemy aircraft were reported overhead. At that time there were only three (3) major ships in the harbor, the U.S.S. CAMBRIA, U.S.S. JUPITER, and U.S.S. HERCULES, besides a few LST and LCI - other ships were on retirement plan of night before.

2. While the fog oil mist was clearing, a VAL type plane came diving out of the sky, bearing 350° relative from us, and forward 3"/50s only fired a few rounds after plane released a 100-lb. bomb and streaked over ship.

3. Our radar does not have qualities to pick up planes (Sail George Radar), consequently we had no warning of the plane in cloud overhead.

4. Rigging of bocms prevented port side 20 MM from firing forward.

5. Most firing was done by starboard side 20 MM and 50 caliber guns (manned by Army personnel). A few of these were direct hits and part of landing gear was shot off.

6. After 3"/50 fired on plane, which dipped constantly, until he was out of range. After getting out of range of our batteries, destroyer on horizon opened fire on plane. It is definite that landing gear was shot off. Plane hit several times.

W. J. Gregg
W. J. GREGG
Lieutenant, USNR

Witness:

G. R. Hendricks

G. R. HENDRICKS
Ensign, USNR
Assistant Gunnery Officer

7 03507

10 +

9

265

Reg. No.	469
R. S. No.	4 03601

AK41/A16-3
Serial: 0112

U. S. S. HERCULES

jht
6 November 1944.


CONFIDENTIAL

From: The Commanding Officer.
To : ~~The~~ Commander-In-Chief, U.S. Fleet.
Subject: Action Report.
Reference: Cinch rstr ltr FF1/A12-1/A16-3, Ser. 7152 of 29 October 1943.

1. While at dock at Morotai, New Guinea, on 6 November 1944, this vessel and other ships in the area, as well as the island proper was attacked by a twin engined bomber of the "Betty" type. The time was 2200.

2. The plane approached at a bearing of approximately 060° relative, altitude 10,000 feet. The enemy was immediately taken under fire by the ships within range as well as shore batteries. Firing from this vessel was by Local Control.

3. After flying in a semi-circle for approximately four minutes, and not being able to with-stand such a hail of fire, the enemy plane was driven off.


W.H. TURNQUIST

cc: Cominch, Pacflt
ComServRon 8

X
117042

Feb. 1944

REVISED FORM FOR REPORTING A.A. ACTION BY
SURFACE SHIPS

Location of ship (area) Morotai, (New Guinea) S.S. HERCULES (AK41)

Zone Time -9 Date 6 Nov. 1944

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
 (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
 (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
 (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no).....No.....Day or Night 2200
 2. Method picking plane up (Radar, binoculars, naked eye).....Naked eye
 3. Range plane was picked up (50, 30, 10, less than 5 miles).....Less than 5
 4. Total number of planes observed.....1.....Type Betty
 5. Number of planes attacking own ship.....-----Type -----
 6. Number of planes taken under fire by own ship.....1.....
 (a) Of those attacking own ship.....-----Type -----
 (b) Others.....1.....Type Betty
 7. Speed and altitude of approach in knots and feet.....200 knots, 10,000 Ft.
 8. Number of guns firing - by caliber.....2-3"/50 Cal.
 9. Ammunition expended - by caliber.....14 rds. Fuze Mark 22 Mod. 4
 10. Percent service allowance expended.....2%
 11. Method of control.....Local.....Method of spotting Local
 Method of ranging.....Local.....Method of firing Local
 12. Approximate time-tracking to first shot.....5 minutes
 13. Approximate time of first hits.....-----
 14. Approximate time first shot to last shot.....4 minutes
 15. Approximate position angle open fire.....600

(over)

4-03601

2

265

Log. No.	469
R. S. No.	4 03602

AK41/A16-3
WJG/
Serial: 0111

U. S. S. HERCULES
(AK41)

jny
13 November 1944.

CONFIDENTIAL

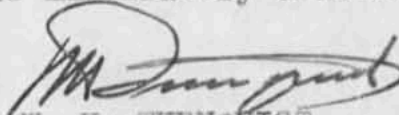
From: The Commanding Officer.
To : ~~The~~ Commander-In-Chief, U.S. Fleet.
Subject: Action Report.
Reference: Cinch rstr ltr FF1/A12-1/A16-3, Ser. 7152 of
29 October 1943.

1. At 1630, while at General Quarters, ordered by O.T.C., on 13 November 1944, en route to Leyte Island, Philippine Islands, the convoy which this vessel was a part of was attacked by a "Jill" (?) type aircraft (Japanese Torpedo Plane).

2. The enemy plane approached at approximately 090° relative, altitude 6,000 feet. Immediately many of the ships took the target under fire. Firing from this vessel was by Local Control. As the plane circled the convoy it was steadily losing altitude. At approximately 120° relative, altitude 500 feet, the plane released a torpedo aimed at one of the ships in the rear of the formation.

3. The torpedo was a miss.

4. After releasing the torpedo, the plane attempted to climb but was fatally hit by automatic A.A. fire from ships in the rear of the convoy, and immediately crashed into the ocean and sank.


W. H. TURNQUIST

cc: 3 Cominch, Pacflt
ComServkon 8

X
117043

REVISED FORM FOR REPORTING A.A. ACTION BY
SURFACE SHIPS

Location of ship (area)..... **En Route Leyte Is.** U.S.S. **HERCULES (AK41)**
Zone Time..... **-10** Date..... **13 Nov. 1944.**

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no)..... **No** Day or Night..... **1630**

2. Method picking plane up (Radar, binoculars, naked eye)..... **Binoculars**

3. Range plane was picked up (50, 30, 10, less than 5 miles)..... **Less than 5**

4. Total number of planes observed..... **1** Type..... **Jill**

5. Number of planes attacking own ship..... **----** Type..... **----**

6. Number of planes taken under fire by own ship..... **1**

(a) Of those attacking own ship..... **----** Type..... **----**

(b) Others..... **1** Type..... **Jill**

7. Speed and altitude of approach in knots and feet..... **300 knots, 6,000 Ft.**

8. Number of guns firing - by caliber..... **1-3"/50 Cal**

9. Ammunition expended - by caliber..... **4 rounds Fuze Mark 22 Mod. 4**

10. Percent service allowance expended..... **1/2 of 1%**

11. Method of control..... **Local** Method of spotting..... **Local**
Method of ranging..... **Local** Method of firing..... **Local**

12. Approximate time-tracking to first shot..... **2 minutes**

13. Approximate time of first hits..... **----**

14. Approximate time first shot to last shot..... **2 minutes**

15. Approximate position angle open fire..... **200**

(over)

4 03602

2

U.S.S. HERCULES (AKG-11)

AKAL/A16-3
Serial: 0012

was
17 January 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) Commander Transport Division SIX.
(2) Commander Transport Squadron FOURTEEN.
(3) Commander Task Group 78.1.
(4) Commander Task Force 77.
(5) Commander Seventh Fleet.
(6) Commander-in-Chief, Southwest Pacific.

Subject: Action Reports - submission of.

Reference: (a) Article 874(6), U.S. Navy Regulations, 1920.
(b) CinCh restr. ltr. FF1/A12-1/A16-3, ser. 7152 of 29 October 1943.

Enclosure: (A) Anti-Aircraft Action Report Form for Tuesday morning, 0830, 9 January 1945. -p.3
(B) Anti-Aircraft Action Report Form for Tuesday evening, 1810, 9 January 1945. -p.5
(C) Anti-Aircraft Action Report Form for Tuesday evening, 1814, 9 January 1945. -p.7
(D) Anti-Aircraft Action Report Form for Friday morning, 0830, 12 January 1945. -p.9

1. Enclosure (A), on Tuesday morning, 0830, 9 January 1945, (S Day), while anchored in Lingayen Gulf (off Luzon Island), Philippine Islands, during general quarters, enemy planes attacked the ships which were anchored in gulf. Our ship was not directly attacked but enemy plane came in a dive at 270° relative, 7,500 yards, altitude 10,000 feet. The aft 3"/50 Cal. fired four (4) rounds and when plane swerved and changed course, ceased firing. Object of firing was to keep enemy plane from diving any lower.

2. Enclosure (B), on Tuesday evening, 1810, 9 January 1945, (S Day), while anchored in Lingayen Gulf (off Luzon Island), Philippine Islands, during general quarters, enemy planes attacked the ships anchored in gulf. A Frances (Japanese bomber) approached ship at height of 15,000 feet, speed 200 knots, circled over bow and dropped two (2) 250 pound bombs which missed ship by 100 yards. Plane was fired on by two (2) 3"/50 Cal. forward and one (1) 3"/50 Cal. aft. All guns being on local control, fuze settings 12 - 15 seconds. Rounds fired were 20. No hits were observed but barrage kept plane overhead.

2 0121

107808

U.S.S. HERCULES (AK41)

Reg. No.

392

2 0121

R. S. No.

was

17 January 1945.

ANAL/ALB-3
Serial: 0012

CONFIDENTIAL

Subject: Action Reports - submission of.

3. Enclosure (C), on Tuesday evening, at 1815, 9 January 1945, (S Day), while anchored in Lingayen Gulf (off Luzon Island), Philippine Islands, during general quarters, enemy planes attacked ships at anchor. A Frances had previously crossed over our bow at 15,000 feet and dropped two (2) bombs which missed ship by 100 yards. Another Frances commenced diving at ships astern, bearing 190° relative, altitude 3,000 feet, range 3,000 yards. Fort 3"/50 Cal. fired 12 rounds, local control, fuze settings 15 seconds, at plane diving in. No hits were observed. No direct attack on our ship.

4. Enclosure (D), Friday morning, 0630, 12 January 1945, (S + 2), while anchored in Lingayen Gulf (off Luzon Island), Philippine Islands, during general quarters, enemy planes attacked shipping in gulf. A Val (Japanese dive bomber) appeared at 010° relative, 5,000 feet altitude, range 4,000 yards and went into a 200 knot dive. Starboard forward and aft 3"/50 Cal. guns opened fire with fuze settings at 12 to 15 seconds, firing 5 rounds before plane went into crash. One 3"/50 Cal. burst was directly in front of plane and plane was seen to go into smoke. It did not however stop the planes' crash dive into a DE.

5. 3"/50 Calibers put up some barrage to prevent planes from diving on ship. All firing was at local control. No casualties on any gun. Performance of gun crews was in accordance with Naval Proficiency. Performance of ammunition was excellent.

W. H. TURNQUIST

Adv. Copy to:
Cinch, Flt
Com 7th Flt
3 Cominch, Pacflit

CominCh F-01 AA-1
Feb. 1944REVISED FORM FOR REPORTING A.A. ACTION BY
SURFACE SHIPS

CONFIDENTIAL

Location of ship (area) Lingayen Gulf (Luzon I) HERCULES (AN41)
U.S.S.
Zone Time -9 Date 9 January 1945

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
 (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
 (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
 (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no) No Day or Night 0830
 2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
 3. Range plane was picked up (50, 30, 10, less than 5 miles) less than 5
 4. Total number of planes observed 1 Type Tony
 5. Number of planes attacking own ship --- Type ---
 6. Number of planes taken under fire by own ship 1
 (a) Of those attacking own ship --- Type ---
 (b) Others 1 Type Tony
 7. Speed and altitude of approach in knots and feet 200 knots 10,000 feet
 8. Number of guns firing - by caliber 1-3"50 Cal.
 9. Ammunition expended - by caliber 4 Fuze Mark 22 Mod. 4
 10. Percent service allowance expended 15
 11. Method of control Local Method of spotting Local
 Method of ranging Local Method of firing Local
 12. Approximate time-tracking to first shot Three minutes
 13. Approximate time of first hits ---
 14. Approximate time first shot to last shot One minute 3.0 min
 15. Approximate position angle open fire 25°

(over)

3

5

16. Approximate position angle cease fire..... 25°
17. Approximate bearing first shot..... 270°
18. Approximate bearing last shot..... 225°
19. Approximate range first shot..... 7,500 yards Altitude of plane..... 10,000 ft.
20. Approximate minimum range aircraft approached..... 7,500 yds. Altitude..... 10,000 ft.
21. Approximate range last shot..... 8,000 yards Altitude of plane..... 10,000 ft.
22. Approximate altitude of bomb release..... Size of bomb.....
23. Approximate range torpedo release..... Size of torpedo.....
24. Number hits on ship by bombs..... By torpedoes..... Was ship strafed?..... No
- Size gun..... No
25. Number near bomb misses damaging ship.....
26. Planes shot down:
- | | | | | |
|-----------------------------------|-------------|----------|-------|-------|
| | SURE | | | |
| | (By own | SURE | PROB- | DAM- |
| | ship alone) | (assist) | ABLE | AGED |
| (a) Those attacking own ship..... | | | | |
| (b) Other aircraft..... | | | | |

(An aircraft is considered destroyed "Sure," when, as result of own ships fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "sure".....
28. Performance of ammunition (excellent, good, bad, poor)..... Excellent
29. What failures in material occurred in this action?..... None
30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own maneuvers.

⑥ Note. - Add descriptive text on additional sheet if required to clarify report.

REVISED FORM FOR REPORTING A.A. ACTION BY
SURFACE SHIPS

CONFIDENTIAL

Location of ship (area) Lingayen Gulf (Luzon I) U.S.S. HERCULES (AKA 1)

Zone Time -7 Date 9 JANUARY 1945

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no) No Day or night 1810
2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
3. Range plane was picked up (50, 30, 10, less than 5 miles) Less than 5
4. Total number of planes observed 1 Type Frances
5. Number of planes attacking own ship --- Type ---
6. Number of planes taken under fire by own ship 1
 - (a) Of those attacking own ship --- Type ---
 - (b) Others 1 Type Frances
7. Speed and altitude of approach in knots and feet 200 Knots 15,000 ft.
8. Number of guns firing - by caliber 3-1"50 cal
20 Fuze Mark 22 Mod. 4
9. Ammunition expended - by caliber ---
10. Percent service allowance expended 24%
11. Method of control Local Method of spotting Local
Method of ranging Local Method of firing Local
12. Approximate time-tracking to first shot ---
13. Approximate time of first hits ---
14. Approximate time first shot to last shot Two-Three minutes
15. Approximate position angle open fire 45-50°

7

5

16. Approximate position angle cease fire.....45°.....
17. Approximate bearing first shot.....000°.....
18. Approximate bearing last shot.....045°.....
19. Approximate range first shot....5,000 yards... Altitude of Plane..15,000 ft.
20. Approximate minimum range aircraft approached 4,000 yds. Altitude..12,000 ft..
21. Approximate range last shot...7,000 yds..... Altitude of Plane..15,000 ft.
22. Approximate altitude of bomb release..15,000 ft..... Size of bomb..150 lb.
23. Approximate range torpedo release..... Size torpedo.....
24. Number hits on ship by bombs....None..... by torpedoes..None..... Was ship strafed?.....No.....

Size gun.....No.....

25. Number near bomb misses damaging ship.....

26. Planes shot down:

	SURE			
	(By own	SURE	PROB-	DAM-
	ship alone)	(Assist)	ABLE	AGED

- (a) Those attacking own ship.....
- (b) Other aircraft.....

(An aircraft is considered destroyed "Sure," when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore, batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "Sure".....
28. Performance of ammunition (excellent, good, bad, poor). Excellent.....
29. What failures in material occurred in this action?.....None.....
30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own maneuvers.

⑧ Note. - Add descriptive text on additional sheet if required to clarify report.

Feb. 1944

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

CONFIDENTIAL

Location of ship (area) Lingayen Gulf (Luzon) S. HERCULES (AKA1)

Zone Time 09 Date 9 January 1944

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no) No Day or Night 1815
2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
3. Range plane was picked up (50, 30, 10, less than 5 miles) less than 5
4. Total number of planes observed 1 Type Frances
5. Number of planes attacking own ship --- Type ---
6. Number of planes taken under fire by own ship 1
 - (a) Of those attacking own ship --- Type ---
 - (b) Others 1 Type Frances
7. Speed and altitude of approach in knots and feet 200 knots 1,900 ft.
8. Number of guns firing - by caliber 1-3" 50 Cal
9. Ammunition expended - by caliber 1-2 Mark Type 22 Mod. 4
10. Percent service allowance expended 1-1/2
11. Method of control Local Method of spotting Local
 - Method of ranging Local Method of firing Local
12. Approximate time-tracking to first shot Two minutes
13. Approximate time of first hits ---
14. Approximate time first shot to last shot Two minutes
15. Approximate position angle open fire 20°

(over)

9

- 26°
16. Approximate position angle cease fire..... 190°
17. Approximate bearing first shot..... 225°
18. Approximate bearing last shot..... 4,500 yards 2,500 ft.
19. Approximate range first shot..... Altitude of plane..... 3,000 yds. 3,000 ft.
20. Approximate minimum range aircraft approached.... Altitude..... 3,000 yds. 1,000 ft.
21. Approximate range last shot..... Altitude of plane..... 1,000 ft. 250 lb.
22. Approximate altitude of bomb release..... Size of bomb.....
23. Approximate range torpedo release..... Size of torpedo.....
24. Number hits on ship by bombs..... By torpedoes..... Was ship strafed?..... No
- Size gun..... No

25. Number near bomb misses damaging ship.....

26. Planes shot down:

	SURE (By own ship alone)	SURE (assist)	PROB- ABLE	DAM- AGED
(a) Those attacking own ship.....
(b) Other aircraft.....

(An aircraft is considered destroyed "Sure," when, as result of own ships fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "sure".....

Excellent

28. Performance of ammunition (excellent, good, bad, poor).....

None

29. What failures in material occurred in this action?.....

30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun.
 (c) Indicate own maneuvers.

Note. - Add descriptive text on additional sheet if required to clarify report.

REVISED FORM FOR REPORTING A.A. ACTION BY
SURFACE SHIPS

CONFIDENTIAL

Location of ship (area)..... **Lingayen Gulf (Luzon I)** **HERCULES (AK41)** U.S.S.....
Zone Time..... **-9** Date..... **12 January 1945**

NOTES

- (a) REPEL ATTACK FIRST -- then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no)..... **No** Day or Night..... **0830**

2. Method picking plane up (Radar, binoculars, naked eye)..... **Binoculars**

3. Range plane was picked up (50, 30, 10, less than 5 miles)..... **Less than 5**

4. Total number of planes observed..... **1** Type..... **Val**

5. Number of planes attacking own ship..... **---** Type..... **---**

6. Number of planes taken under fire by own ship..... **1**

(a) Of those attacking own ship..... **---** Type..... **---**

(b) Others..... **1** Type..... **Val**

7. Speed and altitude of approach in knots and feet..... **80 Knots 10,000 feet**

8. Number of guns firing - by caliber..... **2-3"50 Cal.**

9. Ammunition expended - by caliber..... **5** Fuze Mark **22** Mod. **4**

10. Percent service allowance expended..... **1%**

11. Method of control..... **Local** Method of spotting..... **Local**
Method of ranging..... **Local** Method of firing..... **Local**

12. Approximate time-tracking to first shot..... **one minute**

13. Approximate time of first hits..... **---**

14. Approximate time first shot to last shot..... **Two minutes**

15. Approximate position angle open fire..... **40°**

(over)

(//)

9

CTD39 AMPHIBIOUS FORCES, U.S. PACIFIC FLEET
Al6-3 TRANSPORT DIVISION THIRTY-NINE
Serial 014

228
Reg. No. 1379
2 03408
U.S. Navy

CONFIDENTIAL

3 Fleet Post Office
San Francisco, Calif.
8 February 1945.

FIRST ENDORSEMENT to
CC, USS HERCULES conf.
ltr. AK41/Al6-3, ser.
0012 of 17 Jan. 1945.

From: Commander Transport Division THIRTY-NINE
(Former Transport Division SIX).
To: Commanding Officer, U.S.S. HERCULES (AK-41).
Subject: Special Action Reports - Submission of.
Reference: (a) Cominch ltr. FF1/Al2-1/Al6-3, ser. 7152
of 29 October 1943.

1. Returned.
2. Basic letter and its enclosures constitute special action reports, which require direct distribution to interested commands in accordance with paragraph 8(d) of reference (a) rather than submission through the chain of command.
3. It is indicated that copies have already been forwarded to Commander in Chief, U.S. Fleet; Commander SEVENTH Fleet; and Commander in Chief, U.S. Pacific Fleet. This command will send additional copies directly to Commander Transport Squadron FOURTEEN and Commander SEVENTH Amphibious Force, notifying all commands concerned of action taken by copy of this endorsement.
4. Submission of special action reports does not relieve the responsibility of submitting a regular action report in accordance with paragraph 7 of reference (a).

D. I. RYAN.

G. H. MAYER,
Staff Secretary.

Copy to:
Cominch ✓
Cincpac
Com7thFlt
OTS-14
Com7thPhib

(2)

11

U.S.S. HERCULES (AK41)

244

Log. No.	0180
R. S. No.	4 03354
WES	
1 April 1945.	

AK41/A16-3

Serial: 087

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander-In-Chief, U.S. Fleet.
Via : Commander Transport Division FIFTY-NINE (59).

Subject: Action Report.

Reference: (a) Cinch rstr ltr FFL/A12-1/A16-3, Ser. 7152 of
29 October 1943.

1. This report covers the period 17 February 1945 to 23 March 1945, during which time this vessel participated in the assault landing on Iwo Jima Island and the subsequent re-embarkation of troops and equipment.

2. This vessel left Apra Harbor, Guam on 17 February 1945, as part of Task Unit 51.1.14 (Transport Division 33), having embarked 10 officers, 241 enlisted men of the 3rd R.C.T., of 3rd Marine Division (Joint Expeditionary Force Reserve), and having on board 1,315 tons of cargo including vehicles, artillery, ammo, fuel, water and rations.

3. Unloading in target area was commenced on 27 February 1945, under extremely difficult weather conditions, the military situation at the time made it necessary to land all equipment on the Eastern or windward side of the island with a rough sea, heavy swells and poor holding ground, hampering operations and causing considerable damage to hull plating of the vessel which was punctured, dented with many frames set in at our after Holds, cargo being unloaded into LST's and LSM's alongside.

4. On 3 March 1945, the western beaches being secured, it was found safe to move around to that side of the island, this vessel being the first to do so, we reported working conditions ideal there with good holding ground and the unloading was completed without further difficulties.

5. On 9 March 1945, this vessel reported to Commander Task Unit 12.6.2 then in the waiting area Southeast from Iwo Jima, and on 14 March 1945, Commander Task Unit 12.6.2 returned to Iwo Jima to embark units of the 4th Marine Division plus equipment. We had three days of real good weather off Western Beaches but unfortunately we were unable to take advantage of this good loading condition as the equipment was not ready to be sent out and upon commencement of re-embarkation at 0500, 18 March 1945, the wind came out strong from the North and afforded no lee on either side of the island, consequently the loading operations

(2) 122458

was
1 April 1945.

Serial: 087

Subject: Action Report.

5. (Cont) had to be done under bad weather conditions but was successfully completed at 0523 in the morning of 20 March 1945, this vessel lifted a total of 904 tons of cargo including vehicles, ammo, and empty water cans and re-embarked 5 officers and 99 enlisted men of the 4th Marine Division.

6. The Iwo Jima operation was characterized by variable weather conditions which had a direct influence on the handling of cargo. The poor holding ground combined with the shelving nature of the ocean bottom in the vicinity of Iwo Jima made anchoring very difficult. Beach conditions were such that the ship's boats (8 LCVP's), were not used for cargo at any time.

7. It is recommended that more and heavier fenders be provided ships engaged in amphibious operations where the handling of cargo must be done in the open sea. Amphibious force ships should be issued an over allowance of manila line as landing craft such as LSM's, LCM's and LST's have to be furnished lines for mooring alongside, due many operations and the inability to replenish, we were very short of both manila and fenders.

8. During the entire Iwo Jima operation no visual contact was made by this vessel with any enemy aircraft and/or surface craft. Therefore, no ammunition was expended and no Special Action Reports were submitted. The tactical use of smoke munitions was employed during two phases, when a red alert was in effect, due to danger of imminent attack by enemy aircraft (snoopers), as follows:

- (a) On 1 March 1945, between 0245 and 0415, for a total of one hour and thirty minutes, one hundred seventy seven (177), M-4 Smoke Floats were expended. Approximately 60% of these floats failed to ignite and produce smoke, probably due to deterioration and faulty manufacture, as far as can readily be determined. The effectiveness of the smoke cover provided was also very poor - caused by a very strong (15 knot), breeze.
- (b) On 6 March 1945, between 0225 and 0400, for a total of one hour and thirty-five minutes, one hundred twenty five (125), M-4 Smoke Floats are expended. Approximately 50% were "Duds", for reasons, no doubt, as stated in the preceding paragraph. The effectiveness of the smoke cover provided was good, as there was only a five knot breeze to contend with.

U.S.S. HERCULES (AK41)

AK41/A16-3
CONFIDENTIAL

was
1 April 1945.

Serial: 087

Subject: Action Report

9. From the period 17 February to 8 March 1945, inclusive, all the gun crews (both regular and auxiliary), of this vessel received an average of thirty minutes drill daily, supplemented by exercising at General Quarters and standing condition II and III watches, as circumstances required and unloading conditions permitted. During the period 8 March to date all gun crews have received intermittent instruction while standing condition watches, except during loading operations when group instruction was not feasible.

10. No significant events or items, out of the ordinary, of an ordnance nature, were observed on this vessel during the operation.

W. H. TURNQUIST

Copy to:
ComTransDiv 33
ComTransRon 11
3 CominChPacFlt