

IN REPLY
REFER TO:

Contributed by Frank Gerhardt

163
Reg. No. 15658
R. S. No.

AK165/A12
Serial: 05

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

10 April 1945

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

From: The Commanding Officer.
To: The Chief of Naval Operations.
Subject: War Diary for March, 1945 - Submission of.

2 March 1945. (Zone - + 7)

At 1400, at the West Yard, Moore Drydock Company, OAKLAND, CALIFORNIA, commissioned in the U.S. Naval Service by Lieut. Comdr. C. V. ELLIOTT, D(L), USNR, representative of the Commandant 12th Naval District. Nine officers and seventy men reported on board for duty. Just prior to commissioning, the Commandant's representative had accepted the ship from the U.S. Maritime Commission. The BULLOCK was built in Kaiser's Richmond Yard #4 according to the designs of George Sharp, and is known as a Cl-M-AV1 type, coastal cargo. At 1508 underway, en route to TREASURE ISLAND, CALIFORNIA, pursuant to Coml2 confidential letter ND12-14-CC/SC, A4-1/FS(1), serial number 0305 of 12 January 1945, in connection with Yard Availability and fitting out. At 1558 moored to Pier 2, TREASURE ISLAND. Commenced availability and fitting out schedule. Ship had been authorized a 10 day fitting out period and 6 days availability. It was decided to schedule the availability prior to the fitting out and loading of stores since all ship's storerooms were affected by the alterations.

3 - 8 March

Undergoing 6 day availability at FRONTIER BASE, TREASURE ISLAND granted by C.N.O.'s confidential despatch 081505, to install Navy features on ship which was built strictly to Maritime Commission design and specifications. Alterations included provision for supply and ship's offices, supply and GSK storerooms, installation of Navy type lockers and messing facilities, damage control lockers, fire fighting equipment, ABK, voice tubes, painting in accordance with measure 21, laundry equipment, etc.

9 - 18 March

Fitting out in accordance with C.O. USS BULLOCK's schedule (serial 04 of 20 February) as approved by Coml2.

- 9 March Shifted from TREASURE ISLAND to Naval Supply Depot, OAKLAND, commenced loading stores and allowance.
- 10 March Fueled ship, Naval Supply Depot, OAKLAND.
- 11 March Loading ammunition, Naval Supply Depot, OAKLAND.
- 12 March Depermed at Pier 31.
1600 Anchored in anchorage 12.
- 13 March Topped off with fuel.
- 14 March Compensated compass. Ran measured mile.
- 15 March Calibrated RDF.
- 17 March Took on fresh water from barge.
- 18 March Prepared for sea. Received routing for SAN PEDRO from Commander Western Sea Frontier.

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U. S. S. BULLOCK (AK-165)
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C O N F I D E N T I A L

Subject: War Diary for March, 1945 - Submission of.

19 March

At 1714, underway from SAN FRANCISCO BAY, CALIFORNIA, en route to SAN PEDRO, CALIFORNIA, in accordance with COTCPac confidential operation order 19-45, serial number 0298 of 19 January, 1945 and ComWestSeaFront movement order number 49-45, travelling singly with no escort. At 2010 took departure from FARALLON ISLAND light, Lat. 37 - 42'N, Long. 123 - 00'W, course 196° True, Speed 170 rpm.

20 March

At 0000, changed course to 160° True. At 0555, changed course to 147° True. At 1235, changed course to 327° True. At 1300, changed course to 147° True. At 1316, conducted structural firing tests in accordance with Op-ys E-3tom, serial 179723 of 16 June 1944. Ammunition expended: 4 rounds of 3"/50 cal., 120 rounds of 20MM. At 1401, changed course to 157° True, 140°(psc), and commenced running a full power test at 185 rpm for 4 hours. At 1805, commenced steering and quick reversal tests, with various courses and speeds. At 1838, resumed base course of 150° True, Speed 170 rpm. At 2135, changed course to 088° True. Fog and rain.

Positions:	0800	35 - 31N	122 - 25W
	1200	34 - 54N	121 - 55W
	2000	33 - 53N	121 - 10W

21 March

At 0145 sighted ANACAPA light bearing 340° True and at 0550, passed SANTA BARBARA ISLAND light abeam to starboard, bearing 175° True, distant 7 miles. At 0910, pilot came aboard and proceeded through swept channel to anchorage in SAN PEDRO BAY, CALIFORNIA, reporting to COTCPac for shakedown. At 1345, San Pedro Shakedown Group inspection party conducted "On arrival" inspection on board.

22 - 28 March inclusive.

Operated in accordance with San Pedro Shakedown Group, CTG 14.4 operation orders, numbers 11 and 12. Completed all required operations. As result of "On arrival inspection" ship was reported by Commander San Pedro Shakedown Group in his confidential speedletter to C.N.O. as "Above average as to organization and material conditions and average as to cleanliness".

29 March

1024 Got underway, upon lifting of fog, in accordance with CTG 14-45 operation plan number 12 of 24 March 1945. Formed up with U.S.S. COLLINGSWORTH APAL46, CTU 14.4.1 and OTC, and U.S.S. GASCONADE APA85 and proceeded to firing areas KK 1, 2, conducting simple tactical exercises. 1552-1608 Fired exercises number 4044 (Spotting and Training Practice) and 4018 (Day Battle Practice "Roger") with 3"/50.

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Subject: War Diary for March, 1945 - Submission of.

29 March (continued)

20 rounds expended, 3 hits subsequently reported by rake vessel. 1915 Fired exercise number 4021 (Twilight Attack Battle Problem). 10 rounds 3"/50 expended, one hit subsequently awarded. 1932 Assumed disposition for night as second ship in column, APAL64 (OTC) as guide.

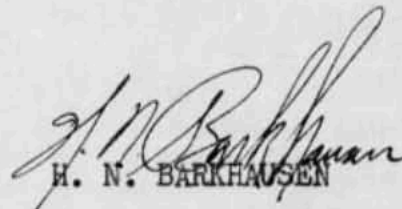
Position: 2000 33 - 25'N 118 - 56'W

30 March

Underway in company with APAL46 and 85 exercising at tactical maneuvers, steaming darkened ship during night around SANTA BARBARA ISLAND. 0930 Other ships departed for individually assigned firing areas. 1240 Commenced gunnery exercises with 20MM's and 3"/50 using plane towed sleeve. 1455 Had completed exercises 4060 (AA training), 4012 AABP "HOW", 4012 AABP "ABLE", 4014 AABP "TARE", 4009 AABP "BAKER", AABP and AAMGBP "GEORGE" having expended 46 rounds 3"/50 AA and 2880 rounds of 20MM. 1715 APAL46 returned for scheduled rendezvous. 1810 APA's 85 and 164 rejoined and formed up astern. Assumed column formation for night, BULLOCK as number 2 ship, Standard Speed 9 knots, orders for course changes during night issued by OTC to take formation around SANTA BARBARA ISLAND. 1931 Commenced U.S. Navy Zigzag plan No. 1.

31 March

1005 Prepared to fire exercise 4085 (Small Drone Practice) guide ship, APAL46, fired first and departed for port. Control planes had difficulty launching drones for BULLOCK. 1207 Commenced firing exercise 4085 with 20MM Machine Guns and finished at 1215 having expended 720 rounds of 20MM. Set course for SAN PEDRO. 1602 Anchored in regularly assigned berth.


H. N. BARKHAUSEN

cc: CinCPac
OOTCPac

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U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

229
Reg. No. 12583

R. S. No. _____

WAR DIARY

1 - 3 April 1945. (Zone + 7)

Anchored in SAN PEDRO Harbor completing shakedown and preparing for final inspection in accordance with CTG 14.4 operation plan No. 13.

On 3 April 1945, at 0838, SAN PEDRO Shakedown inspection party, Commander P. N. GARDNER senior member, came on board for inspection of personnel and material. At 0946, underway to conduct battle problem. 1047 commenced problem off station vessel, SAN PEDRO, conducted and observed by SAN PEDRO Shakedown Group personnel. At 1132, completed problem and returned to port. At 1340, anchored in SAN PEDRO Harbor and disembarked shakedown inspection party, shakedown completed. The report of completion of shakedown training from the Commander SAN PEDRO Shakedown Group to Commander Fleet Operational Training Command, Pacific, stated that "The USS BULLOCK (AK165) was excellent as to cleanliness, above average as to organization, state of training and material readiness, and is ready for her assigned mission". 1830 completed unloading all ammunition into lighter.

4 April 1945.

At 0855, underway en route to Standard Shipbuilding Company, SAN PEDRO, CALIFORNIA, in compliance with Commander Fleet Operational Training Command, Pacific confidential dispatch 261925 of March and Assistant Industrial Manager, SAN PEDRO, CALIFORNIA, confidential basegram 272320 of March. At 0933, moored at Pier 76, Standard Shipbuilding Company, port side to APA 109. Commenced shakedown availability.

5 - 9 April 1945.

Undergoing 5 day post shakedown availability at Standard Shipbuilding Company, SAN PEDRO, CALIFORNIA, granted by Commander Fleet Operational Training Command, Pacific confidential dispatch 261925 of March. Work accomplished in compliance with Commanding Officer USS BULLOCK letter to Commander SAN PEDRO Shakedown Group, AK165/L7-1 serial No. 14, of 25 March 1945, as approved by Assistant Industrial Manager, SAN PEDRO, CALIFORNIA.

10 April 1945.

At 0821, underway en route to anchorage in SAN PEDRO Bay to receive ammunition allowance on board and to prepare for sea. At 0857, anchored in Berth B-8, SAN PEDRO Bay, CALIFORNIA. At 0950 received ammunition on board.

11 April 1945.

Anchored in SAN PEDRO Bay. At 1400, discovered small crack in bulkhead between deep tank and No. 1 hold, frame 19, leaking slowly. Reported to Assistant Industrial Manager, SAN PEDRO, who sent representative on board to investigate. Crack had developed in weld where a panting stringer butted against the deep tank bulkhead. It appeared that the stringer had been a little short and the gap had been filled with weld. Requested fuel barge to take off diesel oil in deep tank. Assistant Industrial Manager representative recommended repairs before leaving coast but neither Assistant Industrial Manager nor Commander Naval Operating Base, SAN PEDRO took action. At 1900, informed Commander Western Sea Frontier by dispatch of defect requesting repairs on arrival SAN FRANCISCO and stating that BULLOCK would depart as soon as fuel barge had emptied deep tank. Original ETD was 1900, 11 April. Stood by all night waiting for fuel barge to return for second load.

121345

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SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

12 April 1945.

Anchored in SAN PEDRO Bay, waiting return of barge to complete discharge of diesel fuel oil from deep tank. At 1235, completed discharge of 40,000 gallons diesel oil and at 1244, underway en route to SAN FRANCISCO, CALIFORNIA, pursuant to Commander Western Sea Frontier, confidential dispatch of 3 April 1945 and confidential instructions from routing officer, SAN PEDRO, CALIFORNIA, order serial No. 232122 dated 9 April 1945, travelling singly with no escort. At 1350 took departure from POINT FERMIN Light bearing $042^{\circ}(t)$, distant 3 miles, and set course $297^{\circ}(t)$, speed 180 RPM (11.74 knots). At 1440, commenced ballasting deep tank with salt water. At 1719, sighted ANACAPA Island Light bearing 275° True and completed ballasting deep tank with salt water. At 1816, passed PORT HUENEME Light abeam to starboard, distant 4.8 miles and at 1837 changed course to 283° True. At 1938 sighted SANTA BARBARA Light bearing 330° True. At 2253 sighted POINT CONCEPTION Light bearing 311.5° True.

Positions: 2000 34 - 09.5 N 119 - 36.5 W

13 April 1945.

At 0015, changed speed to 175 rpm, ship pounding heavily, fresh headwind and choppy sea, reducing speed of advance to about 9 knots. At 0108 passed POINT CONCEPTION Light abeam to starboard, distant $7\frac{1}{2}$ miles, and at 0121, changed course to 290° True. At 0341, passed POINT ARGUELLO Light abeam to starboard, distant $12\frac{1}{2}$ miles. At 0525 changed course to 326° True. At 1200, changed course to $328\frac{1}{2}^{\circ}$ True. Clear weather, fresh head winds, pitching moderately, making good 9 knots. At 2025, passed POINT SUR Light abeam to starboard, distant 21 miles and at 2230, changed course to 339.5° True.

Positions: 0800 34 - 44 N 121 - 15 W
 1200 35 - 12 N 121 - 37 W
 2000 36 - 05.5 N 122 - 19 W

14 April 1945.

At 0339, passed PIGEON POINT Light abeam to starboard, distant 22 miles. At 0410, sighted FARALLON ISLAND Light bearing 351.5° True, distant 31 miles. At 0737, changed course to 068° True entering swept channel and at 0906 pilot came aboard; proceeded through swept channel, entered SAN FRANCISCO Bay and at 1120, moored port side to Pier 90-B, SAN FRANCISCO, CALIFORNIA. At 1300 Stevedores commenced rigging to receive cargo. 1600 commenced loading under direction of Port Director, SAN FRANCISCO.

Positions: 0800 37 - 40 N 122 - 58.5 W

15 - 19 April 1945.

Moored at Pier 90-B, SAN FRANCISCO, CALIFORNIA receiving cargo on board for Manus, Admiralty Islands and Samar, Philippine Islands, consisting mainly of hull and engine spares, radio and radar gear.

16 April Crack in bulkhead at frame 19 between deep tank and No. 1 hold repaired by Matson Navigation Company at direction of Assistant Industrial Manager, SAN FRANCISCO, after steaming, cooling and gas-free check. 2

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WAR DIARY

- 17 April Starboard davit altered and commercial gasoline motor life boat was replaced by 26 foot motor whale installed in compliance with BuShips SHIPALT AK445A1 of 20 March 1945. Work performed by Matson Navigation Company under direction of Assistant Industrial Manager.
- 19 April Completed loading 2,490 tons of cargo in holds 1, 2 and 3; 108 tons of frozen and chilled cargo in hold No. 4; and 38 tons on deck, consisting of re-armament and personnel boats and acid. Ship "full up" but four feet short of her maximum load draft of 21 feet, trimming 1 foot by the stern. Ship had a 2 degree port list on completion even though, in effort to keep her even, no boats were put on the port side main deck. Correcting the list would have meant reopening hatches and re-stowing cargo which was not considered warranted by Commanding Officer in view of the adequate stability which calculations indicated the ship possessed after loading (corrected GM of 2.5 feet).
In response to the ship's despatch of 17 April to Bureau of Naval Personnel requesting replacement for the First Lieutenant and Cargo Officer (a j.g., U.S.N.), re-hospitalized that date, a Lieutenant (jg) D(L) reported on board for no specified duty. It is mentioned only as a point of interest that there were now no qualified deck officers on board except the Commanding and Executive Officers. It is considered of equal interest, however, that this same condition prevailed during the entire shakedown period during which the above-mentioned First Lieutenant was hospitalized. That the ship received "above average" grade is an interesting indication of the extent to which eagerness, industry and conscientiousness on the part of green department heads can compensate for experience.

20 April 1945.

At 0929, underway from Pier 90-B, SAN FRANCISCO, CALIFORNIA, en route to MANUS, ADMIRALTY ISLANDS, in compliance with Commander Western Sea Frontier movement order No. 246-CANDR of 17 April 1945 and Com. 12 voyage order No. 652-45 of 16 April 1945. At 1426, with FARALLON ISLAND Light bearing 042.5° True, distant $4\frac{1}{2}$ miles, Lat. $37^{\circ} 42'$ North, Long, $123^{\circ} 00'$ West, took departure and set course $227\frac{1}{2}^{\circ}$ True, Speed 170 rpm (11.25 knots). At 1600, set clocks back to Zone +8 time. At 2050, changed course to 215° True.

Positions: 2000 36 - 49.0 N 124 - 19.0 W

21 April 1945. (Zone + 8)

At 0040, changed course to 239° True. At 2115, changed course to 250° True.

Positions: 0800 35 - 24 N 126 - 31 W
 1200 34 - 57 N 127 - 28 W
 2000 34 - 24 N 128 - 43 W

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WAR DIARY

22 April 1945.

At 0612, changed course to 240° True. At 1600, changed to Zone + 9 time.

Positions:	0800	33 - 34 N
	1200	33 - 09 N
	2000	32 - 09 N

23 April 1945. (Zone + 9)

At 0350, changed course to 237° True. At 0835, increased speed to 175 rpm (11.36 knots).

Positions:	0800	30 - 56 N	135 - 49 W
	1200	30 - 34 N	136 - 32.5 W
	2000	29 - 43 N	138 - 04 W

24 April 1945.

Steaming as before.

Positions:	0800	28 - 24 N	140 - 19 W
	1200	28 - 01 N	140 - 58 W
	2000	27 - 09 N	142 - 28 W

25 April 1945.

At 1045, changed course to 232° True. At 1600, changed to Zone + 10 time. At 2114, stopped to effect repairs to No. 4 cylinder, main engine, lubricator. (Pump shaft key had worked loose and fallen down into crankcase). At 2233, all repairs completed, resumed standard speed and course 231° True.

26 April 1945. (Zone + 10)

Steaming as before, speed of advance about 11.7 knots.

Positions:	0800	23 - 06 N	148 - 41 W
	1200	22 - 36 N	149 - 22 W
	2000	21 - 37 N	150 - 40.5 W

27 April 1945.

Steaming as before. 0430 crossed meridian of 152° West and commenced zig zagging in accordance with plan No. 25, USF 10A. Speed of advance observed to average about 10.7 over the ground. Commenced exercising crew daily at General Quarters and damage control drills at routine dawn alerts prior to sunrise.

Positions:	0800	20 - 14.5 N	152 - 29 W
	1200	19 - 47 N	153 - 05 W
	2000	19 - 01 N	154 - 09 W

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SAN FRANCISCO. CALIFORNIA

CONFIDENTIAL

WAR DIARY

28 April 1945.

Steaming as before. At 0530, sighted Island of HAWAII bearing 010° True. At 1520 changed base course to 247° True.

Positions:	0800	17 - 56.5 N	156 - 12 W
	1200	17 - 42.5 N	156 - 55 W
	2000	17 - 10 N	158 - 16 W

29 April 1945.

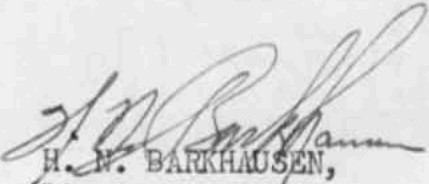
Steaming as before.

Positions:	0800	16 - 22 N	160 - 19.5 W
	1200	16 - 04.5 N	161 - 02. W
	2000	15 - 33.8 N	162 - 29 W

30 April 1945.

Steaming as before. At 0912, changed base course to 244° True. At 2125 changed base course to 245° True.

Positions:	0800	14 - 45 N	164 - 33 W
	1200	14 - 30.5 N	165 - 11 W
	2000	13 - 51 N	166 - 33 W


H. N. BARKHAUSEN,
Lieutenant USNR,
Commanding.

cc:

Cominch (Original)
CinCPac
ComServ 7th Flt.
Com 7th Flt.

161

IN REPLY
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2217
U. S. No.

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

1 May 1945. (Zone + 10)

Steaming singly en route SAN FRANCISCO, CALIFORNIA to MANUS ISLAND, ADMIRALTY ISLANDS, SOUTHWEST PACIFIC with miscellaneous cargo for the Seventh Fleet and for duty with Commander Service Force Seventh Fleet on base course 245° True using zig zag plan No. 25 USF 10(A) at standard speed 11.3 knots (175 RPM) making good about 10.5 knots. At 1600 set clocks back to zone + 10 time.

Positions:	0800	12 - 59.5 N	168 - 36.0 W
	1200	12 - 42.0 N	169 - 15.0 W
	2000	12 - 01 N	171 - 02 W

2 May 1945. (Zone + 11)

Steaming as before. At 2118 changed base course to 243° True, and energized degaussing coils.

Positions:	0800	11 - 06.0 N	173 - 05.0 W
	1200	10 - 52.0 N	173 - 43.0 W
	2000	10 - 16.0 N	175 - 04.5 W

3 May 1945.

Steaming as before. Commencing at 0615 fired target practice with two small helium ballons, and secured at 0624 having expended 120 rounds of 20MM and 4 rounds of 3"/50 AA ammunition. At 0800 sighted cruiser and destroyer coming up astern on parallel course which turned out to be the USS NASHVILLE (CL 43) and USS KILLEN (DD 593). At 0807 changed base course to 239° True. NASHVILLE granted permission to proceed.

Positions:	0800	9 - 20 N	177 - 10 W
	1200	9 - 01 N	177 - 46 W
	2000	8 - 15 N	179 - 06 W

5 May 1945. (Zone - 13)

Steaming as before. At 0001 set ship's time ahead 24 hours to zone - 13 time, May 5, having crossed the 180th Meridian. At 0838 changed base course to 240° True. At 1600 changed to zone - 12 time. At 2100 changed base course to 243° True.

Positions:	0800	7 - 12 N	178 48 E
	1200	6 - 51 N	178 07 E
	2000	5 - 59.5 N	176 37 E

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

WAR DIARY

6 May 1945. (Zone - 12)

Steaming as before. At 0807 changed base course to 241° True and at 1146 to 256.5° True. At 2030 changed base course to 260° True.

Positions:	0800	5 - 09 N	174 - 36 E
	1200	4 - 49 N	173 - 57 E
	2000	4 - 26 N	172 - 42 E

7 May 1945.

Steaming as before. At 1545, being near the magnetic equator, commenced steering various courses compensating compasses and then swinging for residuals and secured at 1745, resuming base course. At 2100 changed base course to 263° True.

Positions:	0800	4 - 05 N	170 - 48 E
	1200	3 - 54 N	170 - 11.5 E
	2000	3 - 35 N	169 - 43 E

8 May 1945.

Steaming as before. At 0724 changed base course to 255° True and at 1350 to 250° True. At 2118 changed base course to 258.5° True. Ship had apparently been encountering the counter equatorial current during May 7-8 making good an average of only 9.5 knots.

Positions:	0800	3 - 20.5 N	167 - 20 E
	1200	3 - 14 N	166 - 44 E
	2000	2 - 46 N	165 - 22 E

9 May 1945.

Steaming as before. At 0730 changed course to 255.5° True. At 1600 set clocks back to zone - 11 time. Received dispatch orders from Commander Service Force Seventh Fleet to proceed HOLLANDIA after discharging and reloading at Manus and to join first LEYTE bound convoy from there reporting to CNB LEYTE for discharge and to originator for further orders. At 2200 changed base course to 256.5° True.

Positions:	0800	2 - 19.0 N	163 - 23.0 E
	1200	2 - 08.4 N	162 - 40 E
	2000	1 - 40.8 N	160 - 59 E

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

WAR DIARY

10 May 1945. (Zone - 11)

Steaming as before. At 0800 changed base course to 254.5° True. At 0835 changed course and went to General Quarters to investigate object to the North which appeared from a distance to be a small craft but turned out to be a large up rooted floating tree. At 0909 fired three rounds of 3"/50 AA for target practice and at 0910 secured from General Quarters and resumed zig zagging on base course 250° True. Several more of these large trees were sighted during the remainder of the voyage in addition to large quantities of smaller driftwood. At 2015 changed course to 261.5° True.

Positions:	0800	1 - 17 N	159 - 01 E
	1200	1 - 08.5 N	158 - 29 E
	2000	00 - 41.5 N	157 - 13.5 E

11 May 1945.

Steaming as before. At 0726 changed base course to 248.5° True and at 1013 to 258.5° True. At 1100 made plain language ETA arrival report in accordance with voyage instructions.

Positions:	0800	0 - 27 N	155 - 18 E
	1200	0 - 15 N	154 - 39 E
	2000	0 - 02 N	153 - 21 E

12 May 1945.

Steaming as before. At 0800 changed course to 265.5° True and at 1445 to 252° True. At 1505 sighted MUSSAU Island bearing 209° True, distant about 45 miles. At 1600 set clocks back one hour to zone - 10 time. At 1545 exercised at Man Overboard Drill and ship handling. Put motor whale boat in the water twice. 1700 resumed zig zagging on base course 252° True.

Positions:	0800	00 - 33.0 N	151 - 22.5 E
	1200	00 - 33.9 N	150 - 36.5 E
	2000	00 - 54.0 N	149 - 13.0 E

13 May 1945. (Zone - 10)

Steaming as before. At 0620 sighted MANUS Island bearing 200° True distant about 40 miles. At 0630 changed base course to 179° True. Ceased zig zagging at 0841, approaching SEEDLER HARBOR. Passed through anti sub net at 1011 and at 1034 anchored in assigned berth No. 209. At 1100 ship was ordered to go alongside dock. Got underway at 1125 and moored starboard side to NABU DOCK at 1201. Unloading and loading was to be accomplished by the 21st Special Naval Construction Battalion, who commenced discharging cargo at 1330. Stevedores used one gang each in hatches 1, 2, and 3 working three six-hour shifts per day. Radio and radar material was off loaded onto barges for LOS NEGROS, other cargo to trucks on the dock.

Positions:	0800	01 - 37.0 S	147 - 19.0 E
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C O N F I D E N T I A L

WAR DIARY

14 - 21 May 1945.

Moored to NABU DOCK, MANUS ISLAND discharging cargo for MANUS and back loading for LEYTE and SAMAR.

17 May Finished unloading No. 1 hold at 1800 and commenced backloading.

18 May Discharged 21 tons chilled fruit from No. 4 hold for HOSPITAL No. 15, MANUS, in accordance with special dispatch from Commander Service Force Seventh Fleet to CNB MANUS. By 2000 finished unloading holds 2 and 3, having discharged a total of about 2000 tons, and commenced back loading. About 475 tons of cargo for forward areas was left on board. Cargo being loaded consisted mainly of PT spares, Packard engines and lumber; paint, grease, pipe, oxygen and a small quantity of ammunition and pyrotechnics which was stored in the No. 1 tween deck locker.

21 May At 1700 received orders to proceed to Dock 8, LOS NEGROS, the following morning at 0600.

22 May 1945.

Finished loading cargo at NABU DOCK at 0430, having received about 800 tons miscellaneous cargo as described above. At 0600 got underway, and at 0725 moored port side to Dock 8, LOS NEGROS. Made preparations to receive remainder of cargo for Commander Air Force Seventh Fleet, loading to be accomplished by the 22nd Special Naval Construction Battalion.

23 May 1945.

Completed loading 296 tons at 1930. Ship was now "Full Up" with 1,630 tons cargo on board, including 36 tons of deck cargo, with mean draft of 15' - 3". Started securing gear for sea.

24 May 1945.

Got underway from Dock 8, LOS NEGROS at 1330 and anchored in anchorage No.212. At 1525 got underway for LEYTE, PHILIPPINE ISLANDS in accordance with Port Director MANUS secret movement orders, No. 1169-45. Contrary to Commander Service Force Seventh Fleet's despatch of May 8, 1945, ship was routed directly and independently to LEYTE without proceeding to HOLLANDIA to join convoy. At 1548 passed through submarine nets and at 1555 took departure, set base course 312° True, using zig zag plan No. 25, USF 10(A), standard speed 11.34 knots (175 rpm).

Positions: 2000 01 - 28 S 146 - 48.5 E

25 May 1945.

Steaming as before. 0310 passed KANIET Island abeam to port distant 15 miles. Changed base course to 298° True at 0841 and at 1706 increased standard speed to 11.7 knots (180 rpm). At 0830 changed base course to 300° True.

Positions: 0800 00 - 06 S 144 - 58.2 E
 1200 00 - 13.5 N 144 - 23.0 E
 2000 00 - 54 N 143 - 04.0 E

IN REPLY
REFER TO:

AK165/A12
Serial: 07

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

26 May 1945.

Steaming as before. Changed base course to 298° True at 2047.

Positions:	0800	02 - 00 N	141 - 09.5 E
	1200	02 - 22 N	140 - 28 E
	2000	03 - 09 N	139 - 09 E

27 May 1945.

Steaming as before. Ceased zig zagging from 0220 to 0613 due to rain squalls and poor visibility. Changed base course to 294° True at 1349. At 1419 commenced swinging ship, compensating compasses and resumed base course at 1625. At 2106 changed base course to 287° True.

Positions:	0800	04 - 13 N	137 - 09.5 E
	1200	04 - 49.5 N	136 - 44.0 E
	2000	05 - 17.5 N	135 - 55.5 E

28 May 1945.

Steaming as before. Changed base course to 299° True at 1400 and at 1518 commenced swinging ship being near the magnetic equator, completing compensating and calibration of the magnetic compasses begun the previous day. At 1600 set all clocks back to zone - 9 time. Completed compass calibration at 1544 and resumed base course. At 2030 changed base course to 304° True.

Positions:	0800	05 - 54 N	134 - 06 E
	1200	06 - 13 N	133 - 27 E
	2000	06 - 42 N	132 - 09 E

29 May 1945. (Zone - 9)

Steaming as before. Ceased zig zag from 0245 to 0415 during heavy rains. At 2105 changed base course to 300° True.

Positions:	0800	07 - 57.2 N	130 - 21.0 E
	1200	08 - 23 N	129 - 23.0 E
	2000	09 - 12 N	128 - 03.5 E

30 May 1945.

Steaming as before. At 0315 changed base course to 303.5° True and at 0520 sighted SIARGAO ISLAND bearing 240° True, distant about 20 miles. At 1012 passed between sono buoys, entering LEYTE GULF and ceased zig zagging. At 1300 the station vessel off entrance to SAN PEDRO BAY relayed orders from SOPA LEYTE for BULLOCK to proceed GUTUAN. At 1307 set course for GUTUAN and 1452 hove to off MANICANI ISLAND waiting for heavy rain squalls to pass and for instructions from HECP. Received anchorage assignment from station vessel at 1500 and proceeded in to harbor, anchoring in berth A - 4 at 1607.

IN REPLY
REFER TO:

AK165/A12
Serial: 07

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

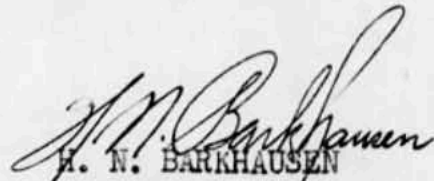
30 May 1945. (Continued)

Boarding Officer from Port Director came aboard to get information on ship's cargo (they had no information ashore) and advised there would probably be a week's delay before a dock was available for unloading.

Positions:	0800	10 - 21.5 N	126 - 07 E
	1200	10 - 49.0 N	125 - 25 E

31 May 1945.

Anchored in GUIUAN ROADS, SAMAR, PHILIPPINE ISLANDS awaiting to discharge cargo.


H. N. BARKHAUSEN
Lieutenant USNR,
Commanding.

cc:

CominCh (Original)
ComServ 7th Flt.
Com 7th Flt.

IN REPLY
REFER TO:

AKL65/A12
Serial: 017

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

REG. NO 145711
R. S. NO
REG. SHEET NO 151

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

WAR DIARY

1 June 1945. (Zone -9)

Anchored as before in GUTUAN ROADS, SAMAR ISLAND, PHILIPPINE ISLANDS, in berth A-4 waiting to discharge cargo.

2 June 1945.

At 1100, received information copy of dispatch from Commander Service Force Seventh Fleet directing C.N.O.B., LEYTE, to load BULLOCK with 50 tons ship's store stock and small stores and sail her to ILOILO for issue of fresh provisions; ship then to proceed CEBU for further issue of provisions and discharge of ship's store stock and small stores, returning LEYTE for complete discharge. Ship was informed by cargo officer SAMAR she still had no special priority.

3 June 1945.

At 0730, received information copy of dispatch from C.N.O.B. ordering C.N.S., SAMAR, to expedite loading and sailing of BULLOCK to ILOILO via TACLOBAN, and at 1300 hatch crew from 33rd Naval C.B. came on board and commenced discharging out of No. 1 hatch into LCT 893 to make room for the 50 tons ship's store stock and small stores which were being loaded into an LCT by N.S.D. CALICOAN. At 1930, stopped discharging into LCT which cast off, and at 1945, received message that LCT 973 with our cargo on board was staying inshore because of weather and sea. Despite several messages requesting LCT to come out, despite continued mild weather, despite the fact that the loading crew stood by all night and that other LCT's were operating alongside the ships in the anchorage, the LCT 973 failed to come alongside until 0745.

4 June 1945.

The LCT 973 finally came alongside with the 50 tons of cargo at 0745. C.N.S. SAMAR had scheduled the BULLOCK to sail at 0600 which would have been possible if LCT 973 had carried out the schedule. At 1340, completed loading and at 1345 got underway for TACLOBAN. Received anchorage chart and assignment from station vessel SAN PEDRO BAY at 1620 and proceeded to anchorage, anchoring in berth 504 at 1750. Sent visual message to Port Director and C.N.O.B. requesting instructions and asking whether it was necessary to send officer (TACLOBAN was 14 miles from assigned anchorage). Port Director replied during the night ordering officer be sent.

5 June 1945.

Executive Officer reported to C.N.O.B. and Port Director, TACLOBAN, receiving instructions to load to capacity with chilled provisions from YP 278 which would come alongside during the night, and to sail for ILOILO not later than 1200(I), 6 June. The possibility was also mentioned that owing to the need for Packard engines, our orders would be changed back to GUTUAN to unload those motors at present on board BULLOCK. A decision on this had been requested by dispatch from Commander Service Force Seventh Fleet (Nothing further heard of this). It was noted that our ETD as scheduled by Port Director gave us a night arrival in ILOILO and a request was made to delay departure until 1700(I), 6 June. This was approved the following morning.

130087

IN REPLY
REFER TO:

AK165/A12
Serial: 017

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

6 June 1945.

YP 278 came alongside at 0738 and at 1445. completed taking on a total of 21.6 tons of chilled provisions. Received specific dispatch instructions from Commander Service Force Seventh Fleet to issue 30 days supply of fresh provisions and small stores to NEUENDORF (DE 200), PC 611 and YMS 338 at ILOILO. This modified Commander Service Force Seventh Fleet's dispatch 011307.

Got underway for ILOILO at 1653 in accordance with Port Director TACLOBAN's routing instructions No. 186 dated 6 June, 1945, as modified by visual signal, proceeding out recommended channel. Passed KANHANDON light abeam to port at 2103, entering SURIGAO STRAITS and passed BOLOBOLO Light abeam to starboard at 2355.

Positions: 2000 10 - 39.2 N 125 - 20.0 E

7 June 1945.

Underway as before. As ship was ahead of schedule, exercised at ship handling drill from 1417 to 1645, also putting the whale boat in the water. Steamed at reduced speed until 1843 when standard speed of 10.9 knots was resumed.

Positions: 0800 9 - 10.7 N 124 - 05.5 E
 1200 9 - 00.0 N 123 - 23.3 E
 2000 9 - 02.0 N 122 - 44.0 E

8 June 1945.

Underway as before. At 0514, not having sighted POINT LUSARAN Light and with visibility cut by rain, reduced speed and proceeded cautiously in the direction of the beach which was sighted at 0600. The light was observed to be extinguished. Anchored off pilot station at 0700 awaiting instructions. At 0842 got underway having received permission from HI to proceed without pilot. At 0854, advisory pilot from DE 200 came on board but left ship at 0948 to go out to meet another ship. At 1000 anchored in ILOILO STRAITS a mile above the river mouth in 20 fathoms. During the afternoon, the following units were issued chill provisions in quantities as indicated.

NEUENDORF (DE 200), PC 611, YMS 338	2.5 tons
M.T.B. Base (Squadron 33)	7.6 tons

Approximately one (1) ton of small stores and ship's store stock was issued to the Supply Officer of the NEUENDORF in accordance with Commander Service Force Seventh Fleet's directive but this represented somewhat of a problem since the 50 ton stock had been simply consigned as cargo to the BULLOCK by N.S.D. CALICOAN and invoiced directly to C.N.S.B. CEBU. Consequently, the ship technically was not in a position to issue to other units. Although the procedure was somewhat irregular, it was decided to fill the NEUENDORF's and the other two units' requirements from the 50 tons against receipt and then instruct C.N.S.B. CEBU to invoice them accordingly.

IN REPLY
REFER TO:

AK165/A12
Serial: 017

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

8 June 1945. (Continued)

Commander Service Force Seventh Fleet and interested activities were informed by airmailgram, 090104 of June, as to the procedure followed.

During the afternoon, the 20 ton boom was rigged to lift off two ICB(S)'s from a pontoon barge for a Seventh Fleet Survey unit.

9 June 1945.

ILOILO, PANAY, PHILIPPINE ISLANDS. U.S.S. TRAW (DE 350) came alongside at 0800, took on 6.4 tons of chilled provisions, and cast off at 1100. In the afternoon, issued 1.5 tons to the LST 679. Made preparations, and secured sailing orders from Routing Officer, for sailing the following morning for CEBU.

10 June 1945.

Got underway from ILOILO at 0844 en route to CEBU in accordance with secret instructions of Routing Officer, dated 9 June 1945.

Positions:	1200	10 - 13.0 N	122 - 18.8 E
	2000	08 - 52.5 N	122 - 40.0 E

11 June 1945.

Underway as before. At 0102 passed APO Island Light abeam to port entering BOHOL STRAITS, encountering heavy rain squalls. Took on pilot off CEBU HARBOR entrance at 0800 and at 0915 moored to PHILIPPINE REFINERY DOCK, OPON, MACTAN ISLAND.

Orders from Commander Service Force Seventh Fleet were to report to C.N.S.B. for provisioning of forces afloat and ashore. C.N.S.B., through his Supply Officers, ordered BULLOCK to provision Section Base to capacity and then to issue to other units as the ship pleased. A plan of issue was then prepared by the BULLOCK for issue to all remaining units on a basis of personnel involved and was submitted to C.N.S.B. for approval. Provisions were issued as follows at OPON:

SC 769	1,193 pounds
AVP 2	3,646 pounds
ARU No. 1, NCB 54 (inc. SC 722)	61 tons

12 June 1945.

Got underway at 0750 to shift berths and moored to dock in berth 8, CEBU, at 0900. Issued provisions as follows:

LCI 979 (for 2 LCI's, 1 LSM)	5 tons
Section Base	11.5 tons

Also discharged 41 tons of ship's store stock and clothing for Section Base. Discharge was slow and not completed until 1832 which was considered too late by the Port Director to leave port as was originally scheduled.

IN REPLY
REFER TO:

AK165/A12
Serial: 017

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

12 June 1945. (Continued)

Obtained from Port Director this day a copy of a dispatch from C.N.S. SAMAR, dated 4 June, 1945, requesting U.S.S. BULLOCK's prompt return to GUIUAN for unloading of critical aircraft spares. Although BULLOCK was an information addressee, the message had never been put on the MANUS FOX schedules and consequently had not been received.

Port Director, CEBU, requested that U.S.S. BULLOCK accompany the LSM 259 as far as LEYTE GULF. This craft had an unreliable generator and it was not considered safe policy to send her independently.

13 June 1945.

Got underway at 0850 in accordance with Routing Officer, CEBU, instructions No. 111 dated 12 June, 1945, and hove to off harbor entrance waiting for LSM to retract from beach on rising tide. 1015 LSM 259 joined up and was stationed astern, 700 yards. Set standard speed 11.7 knots (180 RPM). Passed BOLOBOLO Light abeam to port on course 080° True at 2332, entering SURIGAO STRAITS.

Positions:	1200	09 - 56.7 N	123 - 43.7 E
	2000	09 - 38.8 N	124 - 37.5 E

14 June 1945.

Underway as before. Passed HIBUSON ISLAND Light abeam to starboard at 0337 and at 0435 set course for GUIUAN, SAMAR, instructing LSM 259 to proceed independently to TACLOBAN as ordered. Passed through sub nets at GUIUAN at 0700 and anchored in berth A-1 at 0739. In her present anchorage ship was too close to the APA 91 and at 1315 got underway to shift anchor 400 yards to South between anchorage 1 and 3.

15 June 1945.

GUIUAN, SAMAR. Received orders from Port Director, GUIUAN, to shift to anchorage off PT Base 17 and to discharge all remaining cargo there for SAMAR and LEYTE. At 1306 got underway with pilot on board and at 1414 anchored off BOBON POINT.

16 - 24 June 1945.

Anchored off BOBON POINT, GUIUAN, SAMAR, PHILIPPINE ISLANDS, discharging cargo.

16 June - Stevedoring unit from the 28th Special N.C.B. commenced discharging cargo from No. 2 hatch. Priority cargo were 21 Packard engines for MTBRON 31, in No. 2 tween deck which were loaded into an LCT by dark and dispatched to TACLOBAN. Received dispatch orders from Commander Service Force Seventh Fleet to proceed MANUS upon completion of discharge and to load there for MOROTAI, ZAMBOANGA, MINDORO, and PUERTA PRINCESSA. Advised Commander MTBRONS Seventh Fleet concerning damage to a portion of the 10 tons of PT mahogany loaded on board BULLOCK at MANUS and consigned to him. This was loaded in the bottom of No. 3 hold on June 20 - 21.

IN REPLY
REFER TO:

AK165/A12
Serial: 017

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

16 June (Continued)

When other cargo was subsequently loaded in this hold, a portion of the mahogany was used as dunnage to tier off layers of paint and lubricants. This practice was called to the attention of Commander Cargo, MANUS, himself by this Commanding Officer, but the former declared that this was permissible. Considerable light mahogany was broken up when Packard motors were loaded on top of it and skidded about without first laying down an adequate flooring of dunnage.

17 June - With a few odd exceptions, no official mail had been received on board since leaving the states. A copy of a Commander Service Force Seventh Fleet confidential letter was received this date indicating for the first time that this vessel was apparently under the administrative command of Commander Service Squadron Nine. The Stevedoring units of the 28th Special N.C.B. were the fastest yet encountered by this vessel, but were likewise rough in their handling of cargo and ship's gear. Discharging from barges to the beach was the bottleneck however, and the hatch crews were working irregular shifts, not more than two per day, depending on the availability of the barges.

22 June - Received permission from C.N.S., SAMAR to disable main engine for maintenance period. Pulled one piston on the 22nd and another on the 23rd for routine checks.

23 June - On 18 June, had advised SOPA LEYTE (Representative Afloat) that BULLOCK could spare 150,000 gallons diesel oil prior return to MANUS and at 1000 this date, the YO 99 was brought alongside to take off the oil. Completed discharge of all cargo at 1100. All hands were turned to cleaning holds and working over the side scraping and painting while the ship was high in the water. Completed discharge of 150,000 gallons of diesel oil at 1900. Requested permission from P.D. to get underway for TACLOBAN at 1300/24th, advising him of our dispatch orders to report there for onward routing. Port Director advised that 24 hours notice was necessary, so changed time of departure to 0600/25th requesting that if possible the Port Director make arrangements in advance for clearing us out of TACLOBAN in one day.

24 June - Continued all hands evolution over the side and by dark completed application of two coats anti-corrosive and one coat anti-fouling on all the port side below the waterline that was exposed (ship drawing only 1 foot 6 inches forward). Ballasted all empty fuel tanks on completion of painting.

IN REPLY
REFER TO:

AK165/A12
Serial: 017

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

25 June 1945.

At 0600 got underway and at 1020 anchored in Berth 17 SAN PEDRO BAY. Sent officer to Port Director TACLOBAN who advised that departure that same day was impossible and that ship would have to wait until 1600/26th. The Port Director also said BULLOCK should not have come to TACLOBAN at all but should have been routed direct from GUIUAN! Whatever the cause of this error, BULLOCK would arrive MANUS 36 hours after it should have arrived.

26 June 1945.

Anchored as before, SAN PEDRO BAY. Loaded 237 bags mail, one officer and two enlisted passengers and got underway at 1600 for Seeadler Harbor, MANUS ISLAND in accordance with Port Director TACLOBAN's secret routing instructions, serial No. 479 dated 26 June, 1945. Took departure at 1712 with buoy No. 3 abeam to starboard, set standard speed at 182 RPM (12.2 knots). At 2135 having passed line of sono buoys, commenced zig-zagging in accordance with plan No. 25 USF 10(A). Ship was without cargo, all empty fuel tanks ballasted with salt water.

Positions:	2000	10 - 35 N	125 - 26 E
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27 June 1945.

Underway as before.

Positions:	0800	09 - 48.3 N	127 - 27.3 E
	1200	09 - 24 N	128 - 07 E
	2000	08 - 43 N	129 - 29 E

28 June 1945.

Underway as before. 0530 Held surprise General Quarters and gun drill releasing helium ballon targets simultaneously with ringing of alarm. Expended 365 rounds 20MM and 11 rounds 3"/50 AA. At 0826 commenced swinging ship on magnetic equator for compass errors and finished at 0928. Sighted searchlights on Islands of ANGAUR and PELELIEU between 1900 and 2000 bearing about 085° True, distant about 60 miles.

Positions:	0800	7 - 48.5 N	131 - 26 E
	1200	7 - 33 N	131 - 56 E
	2000	6 - 05.3 N	133 - 18 E

29 June 1945.

Underway as before.

Positions:	0800	5 - 30 N	134 - 54 E
	1200	5 - 22 N	135 - 42.5 E
	2000	4 - 38 N	137 - 15 E

IN REPLY
REFER TO:

AK165/A12
Serial: 017

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

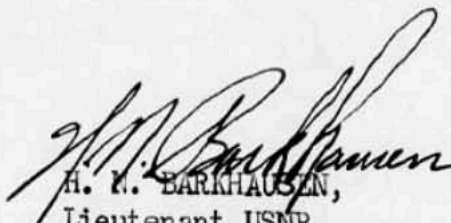
C O N F I D E N T I A L

WAR DIARY

30 June 1945. (Zone -10)

Underway as before. At 0100 set all clocks ahead to Zone -10 time. Ship made good an average of about 12.8 knots along base course from 29 to 30 June.

Positions:	0800	3 - 21.5 N	139 - 29.0 E
	1200	2 - 54 N	140 - 14 E
	2000	2 - 03 N	141 - 44 E


H. N. BARKHAUSEN,
Lieutenant USNR,
Commanding.

cc: Cominch (Original)
Com 7th Flt.
ComServFor 7th Flt.
ComServRon 9

IN REPLY
REFER TO:

AK165/A12
Serial: 021

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

REG. NO 1438
S. NO
REG. SHEET NO 110

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

WAR DIARY

1 July 1945. (Zone -10)

En route LEYTE, PHILIPPINE ISLANDS to SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS in salt water ballast in accordance with Commander Service Force SEVENTH Fleet's confidential dispatch orders of 15 June, 1945. Ship attached to SEVENTH Fleet, under operational control of Commander Service Force, and under the Administrative Command of Commander Service Squadron NINE.

Positions:	0800	00 - 55 N	143 - 51 E
	1200	00 - 32.5 N	144 - 26 E
	2000	00 - 13.0 S	145 - 33.5 E

2 July 1945.

Anchored in Berth 209, SEEADLER HARBOR at 1122. Boarding Officer advised that a dock would not be available until 8 July.

Positions:	0800	1 - 38 S	147 - 08 E
	1200	2 - 00 S	147 - 15.7 E

3 - 7 July 1945.

Anchored as before awaiting berth at dock to load cargo. Continued all hands evolution over the side to complete scraping and painting below 18' waterline. Received permission to disable main engine and pulled remaining four pistons for routine checks. On 7 July requested Commander Service Force SEVENTH Fleet by dispatch for authority to install LORAN equipment.

8 July 1945.

Shifted to berth along east side of MURZIM Dock at 0644 and at 1230 commenced loading miscellaneous ABCD cargo for HOLLANDIA, MOROTAI, ZAMBOANGA, PUERTA PRINCESA and MINDORO in holds 1, 2, and 3.

8 - 16 July 1945.

Loading cargo, SEEADLER HARBOR, MANUS ISLAND.

12 July - Shifted from MURZIM to NABU dock at 1817 and continued loading cargo. Cargo was loaded throughout by the 21st Special N.C.B.'s. Completed loading 75 tons of fresh and frozen provisions in No. 4 hatch for fleet issue at ZAMBOANGA.

14 July - British oiler RMM IERE came alongside at 1207 and finished delivering 181,899 gallons of diesel oil at 2035. Received authorization from Commander Service Force SEVENTH Fleet for installation of LORAN.

134688

IN REPLY
REFER TO:
AK165/A12
Serial: 021

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

16 July - Completed loading 2,168 long tons of cargo, including 180 tons deck cargo and shifted to anchorage in berth 209 at 1654. Ship was scheduled to get underway that afternoon but stevedores did not finish securing deck cargo until 1800. Installation of LORAN gear was completed prior to leaving the dock.

17 July 1945.

Got underway for HOLLANDIA, NEW GUINEA at 0549, the ship's orders having been modified to include that port by Commander Service Force SEVENTH Fleet's confidential dispatch of 27 June, 1945. Basic orders remained Commander Service Force SEVENTH Fleet's confidential dispatch of 15 June. Ship's cargo was consigned as follows:

<u>PORT</u>	<u>TONS</u>
HOLLANDIA	120
MOROTAI	58
ZAMBOANGA	510(Inc. 75 ton fresh)
PUERTA PRINCESA	515
<u>MLNDORO</u>	<u>965</u>
TOTAL	2,168

In addition BULLOCK was to load all possible 84th N.C.B. equipment at HOLLANDIA and MOROTAI for transshipment to PUERTA PRINCESA and to load Mobile Communication Units at PUERTA PRINCESA and CEBU for discharge at SAMAR. This was in accordance with Commander Service Force SEVENTH Fleet's confidential speedletter and confidential dispatch of 4 July, 1945.

Passed through nets at 0624 and took departure 2.5 miles off entrance at 0640, setting standard speed at 11.7 knots (180 RPM). Commenced using zig-zag plan No. 25, USF 10(B) at 0730.

Positions:	0800	1 - 46.5 S	147 - 09 E
	1200	1 - 40.5 S	146 - 30 E
	2000	1 - 47.5 S	145 - 13 E

18 July 1945. (Zone -10)

Underway as before encountering unfavorable current making good about 9.5 along track. Ceased zig-zag at 1915 and at 2103 commenced approach into HUMBOLDT BAY, NEW GUINEA. Anchored in Berth M-5 at 2200.

Positions:	0800	2 - 10 S	143 - 11.5 E
	1200	2 - 20 S	142 - 36.5 E
	2000	2 - 26 S	141 - 04.5 E

IN REPLY
REFER TO:

AK165/A12
Serial: 021

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

19 July 1945.

Got underway at 1038 for the inner harbor, mooring port side to Navy Dock No. 2 at 1117. Commenced discharging from No. 1 hold at 1210. At 1255 the IST 584 came alongside for fresh water, bending in thirty feet of the BULLOCK's forecastle rail, starboard side, in so doing. At 1300 set all ship's clocks back one hour to conform to Zone (-9) time.

20 - 22 July (Zone -9)
HOLLANDIA, NEW GUINEA

20 July - Finished discharging HOLLANDIA cargo at 1100 having off-loaded 120 tons and commenced back-loading PALAWAN cargo at 1330.

22 July - Finished securing cargo at 1000 having loaded 144 tons for PALAWAN and at 1327 shifted to anchorage in stream in Berth N7.

23 July 1945.

Got underway for MOROTAI, NETHERLANDS EAST INDIES at 0630 in accordance with basic orders (Commander Service Force SEVENTH Fleet confidential dispatch of 15 June, 1945) and secret routing instructions from Port Director, HOLLANDIA dated 22 July, 1945. Took departure at 0714 and commenced zig-zagging (Plan No. 25, USF 10(B) at 0825.

Positions:	0800	2 - 20.5 S	140 - 47.0 E
	1200	1 - 51.7 S	140 - 24.5 E
	2000	1 - 23.5 S	139 - 00.0 E

24 July 1945.

Underway en route HOLLANDIA to MOROTAI, NETHERLANDS EAST INDIES.

Positions:	0800	00 - 24.0 S	136 - 57.0 E
	1200	00 - 15.5 S	136 - 22.0 E
	2000	00 - 15.0 N	135 - 04.0 E

25 July 1945.

Underway en route HOLLANDIA to MOROTAI, NETHERLANDS EAST INDIES.

Positions:	0800	1 - 06.0 N	133 - 05.0 E
	1200	1 - 15.0 N	132 - 23.5 E
	2000	1 - 31.0 N	130 - 58.0 E

IN REPLY
REFER TO:
AK165/A12
Serial: 021

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

26 July 1945.

Underway as before. Sighted MOROTAI ISLAND at 0448. Ceased zig-zagging at 0945 and at 1215 passed through south entrance to harbor. At 1251 moored port side to Navy Dock No. 2, MOROTAI ISLAND.

Positions:	0800	1 - 54 N	128 - 53 E
	1200	1 - 56 N	128 - 15 E

27 July 1945.

MOROTAI, NETHERLANDS EAST INDIES

Commenced discharging deck cargo off No. 3 hatch at 0730. This deck cargo on No. 3 hatch had to be removed to get at MOROTAI cargo and then reloaded. Commenced loading ship's store stock for ZAMBOANGA in No. 3 hold at 1900.

28 July 1945.

Completed all loading at 0630 having discharged 58 tons and back-loaded 27 tons and at 1247 got underway for ZAMBOANGA, PHILIPPINE ISLANDS in accordance with basic orders and routing instructions from Port Director, MOROTAI. Passed through north channel at 1345 and took departure at 1355, standard speed 11.7 knots (180 RPM). At 1533 commenced zig-zagging (Plan No. 25, USF 10(B)).

Positions:	2000	3 - 12 N	127 - 54 E
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29 July 1945.

En route MOROTAI, NETHERLANDS EAST INDIES to ZAMBOANGA, PHILIPPINE ISLANDS encountering favorable current S.O.A. about 11.7.

Positions:	0800	05 - 08.0 N	127 - 24.5 E
	1200	05 - 16.3 N	126 - 37.0 E
	2000	05 - 04.5 N	125 - 01.0 E

30 July 1945.

Underway as before. At 1333 hove to off ZAMBOANGA to wait for pilot who boarded with Cargo Officer at 1415. Moored starboard side to main dock, ZAMBOANGA, MINDANAO, PHILIPPINE ISLANDS at 1447.

No C.B.'s being available, plans were made to use native labor, the BULLOCK to provide supervising officer, winchmen and hatch tenders. It was found that the bulk of the ZAMBOANGA cargo was for PT Base 16 on BASILAN ISLAND, and that the BULLOCK was scheduled to unload that part of the cargo on BASILAN either at the dock or at anchor off ISABELLA. The Port Director indicated that he would not take responsibility for sending ship into the ISABELLA dock.

Positions:	0800	6 - 21 N	123 - 06 E
	1200	6 - 42.5 N	122 - 25.7 E

IN REPLY
REFER TO:

AK165/A12

Serial: 021

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

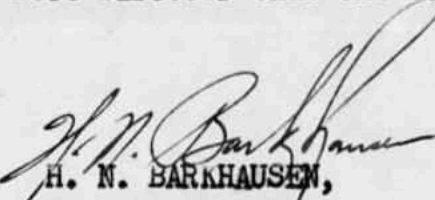
C O N F I D E N T I A L

WAR DIARY

31 July 1945. (Zone -9)

ZAMBOANGA, PHILIPPINE ISLANDS

Commenced unloading fresh provisions from No. 4 hold and cargo from No. 3 hatch at 0930. Commanding Officer took a PT boat to Base 16 at ISABELLA to investigate possibility of bringing BULLOCK into the dock and after examination and soundings, reported to Commanding Officer, PT Base 16 and Port Director that the BULLOCK would go alongside.


H. N. BARKHAUSEN,
Lieutenant USNR,
Commanding.

cc: Cominch(Original)

Com 7th Flt.

ComServFor 7th Flt.

ComServRon 9

IN REPLY
REFER TO:

AK165/A12
Serial: 025

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

REG. NO 7122
R. S. NO
REG. SHEET NO 179

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

WAR DIARY

1 August 1945. (Zone -9)

Moored to city dock, ZAMBOANGA, MINDINAO, PHILIPPINE ISLAND discharging cargo for Naval Section Base in accordance with Commander Service Force SEVENTH's confidential dispatch orders of 15 June, 1945. Ship attached to SEVENTH Fleet, under operational control of Commander Service Force Pacific and under the administrative command of Commander Service Squadron NINE.

2 August 1945.

At 1015, having discharged 199 tons of cargo, got underway for ISABELLA, BASILAN ISLAND in accordance with Port Director, ZAMBOANGA's secret sailing orders (serial 00332). These orders stated that ships of any size discharged from the stream at ISABELLA and that if the ship went in to the dock, it would be at the Commanding Officer's responsibility. Anchored in ISABELLA channel inside MORO ISLAND at 1245 to wait for dock to be cleared and at 1348 moored to dock at ISABELLA (PT BASE 16) BASILAN ISLAND. The dock had been examined and soundings taken two days previous by the Commanding Officer. The dock was 320' long with a minimum depth of 17' at the North East end but the bottom shelved off rapidly and ten feet off the dock the minimum depth was four fathoms. At 1500, stevedores from 118th C.B.'s commenced unloading.

3-4 August 1945.

At ISABELLA, BASILAN ISLAND discharging cargo for P.T. BASE 16 and 118th C.B.'s.

5 August 1945.

At 0851 got underway proceeding to ZAMBOANGA for onward routing, having discharged 312 tons and anchored in BASILAN STRAIT at 1129 to await orders from Port Director. Received dispatch from Commander Service Force SEVENTH Fleet dated 4 July ordering BULLOCK to return to PALAWAN on completion of discharge at MINDORO and to load there 2100 tons marsdon matting for MANILA. Got underway for PUERTO PRINCESSA, PALAWAN at 1459 in accordance with basic orders and Port Director's routing instructions (serial 00350). Took departure at 1542 setting standard speed at 11.7 knots (180 RPM) and at 1710 commenced zig zagging according to plan No. 25 (USF 10B).

Positions: 2000 7 - 14 N 121 - 14 E

6 August 1945.

Sighted SOUTH ISLET POINT at 0715, 20 miles distant. Entered PUERTO PRINCESSA HARBOR at 1500 and anchored off main dock at 1558.

Positions: 0800 8 - 31 N 119 - 32.5 E
1200 9 - 11.3 N 119 - 09.0 E

142577

IN REPLY
REFER TO:

AK165/A12
Serial: 025

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

7-14 August 1945. (Zone -9)
PUERTO PRINCESSA, PALAWAN.

Discharging cargo in the stream, unloading being done by 84th C.B.'s working only one 7 hour shift per day.

15 August 1945.

Completed securing for sea and got underway for MINDORO at 1700 in accordance with Commander Service Force SEVENTH Fleet 040609, having discharged 674 tons cargo.

Positions: 2000 9 - 48 N 119 - 17 E

16 August 1945.

Underway as before.

Anchored off entrance to MANGARIN BAY, MINDORO at 1215 to repair air starting valve. Got underway at 1420 and moored to Merchant Dock at 1505. Found on arrival that CNSB MINDORO had notified Commander Service Squadron SEVEN the previous day that the cargo on board BULLOCK was not needed there and requested permission to leave cargo aboard and to back load additional C.B. gear for MANILA. Commander Service Squadron SEVEN replied affirmatively providing marsdon matting was already loaded. The matting, of course, had not been loaded and a dispatch was sent back by CNSB MINDORO at 1830 this date to that effect, adding that BULLOCK could load matting on top of present cargo, and requesting instructions.

Positions: 0800 11 - 38 N 120 - 41 E

17 August 1945.

MINDORO, PHILIPPINE ISLAND.

Awaiting instructions from Commander Service Squadron SEVEN. Port Director boarded at 1845 with orders to sail to PUERTO PRINCESSA in accordance with Commander Service Squadron SEVEN's 170331 (not to BULLOCK). At 1903 got underway for PUERTO PRINCESSA.

Positions: 2000 12 - 13 N 120 - 57 E

18 August 1945.

Underway as before.

At 1615 anchored off PUERTO PRINCESSA, PALAWAN ISLAND, and were advised loading would not commence until Monday, 20 August.

Positions: 0800 10 - 13 N 119 - 55 E
 1200 9 - 45 N 119 - 25 E

IN REPLY
REFER TO:

AK165/A12
Serial: 025

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

19-27 August 1945. (Zone -9)

Anchored in PUERTO PRINCESSA HARBOR, PALAWAN ISLAND loading marsdon matting for MANILA in accordance with Commander Service Force SEVENTH Fleet's 040609 and vehicles for SAMAR as per his speed letters 0454 SF of 16 July and 0432 SF of 5 July. Loading proceeded slowly as some restowage was involved in No. 2 lower hold; and moreover, the stevedors from the 116th C.B.'s only worked 6½ hours on board the ship each day. Because of its weight and the fact that the matting was being loaded on top of other cargo, careful attention had to be given to the plan of stowage and resultant stability. (Upon completion of loading the ship was calculated to have a GM of 2.4 feet).

28 August 1945.

Completed loading at 1500 having put aboard 1613.5 tons steel matting and 169.5 tons vehicles and at 1836 got underway for MANILA in accordance with Commander Service Force SEVENTH Fleet's 040609 and Port Directors routing instructions serial 00083. Standard speed set at 11.7 knots (180 RPM).

Positions: 2000 9 - 43 N 118 - 55 E

29 August 1945.

Underway en route PUERTO PRINCESSA to MANILA.


Positions: 0800 10 - 58 N 120 - 29 E
 1200 11 - 36 N 120 - 54.5 E
 2000 12 - 42.75 N 121 - 45 E

30 August 1945.

Underway as before. At 1115 picked up anchorage chart from station ship MANILA BAY and at 1215 lay to to await berthing assignment. At 1325 anchored in berth 526, MANILA BAY. Reported to Port Director that afternoon and received verbal orders to take ship to the dock at SANGLEY POINT, CAVITE, for discharge of matting.

31 August 1945.

At 0759 got underway and proceeded to SANGLEY POINT. Dock was found to be occupied by LCT's and a barge, so anchored off point and asked for further instructions. At 1713 shifted anchorage to berth 338 for the night. At about 2230, received orders from the NAS to proceed to dock the following morning.


H. N. BARKHAUSEN,
Lieutenant USNR,
Commanding.

cc: Cominch (Original)
ComSerForPac
ComSeron 8
ComSeron 7

IN REPLY
REFER TO:

AK165/A12
Serial: 027

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

REG. NO 18396
R. S. NO
REG. SHEET NO 134

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

WAR DIARY

1-10 September 1945. (Zone -9)

Moored to CANACAO DOCK, SANGLEY POINT, CAVITE, PHILIPPINE ISLANDS discharging steel matting for Commander Air Philippine Sea Frontier (Logistics) and backloading rolling stock for Acorn 52 at PUERTO PRINCESA; ship under operational control of Commander Service Squadron SEVEN and under Administrative Command of Commander Service Force Pacific Fleet.

The original decision of the port cargo officer was to unload matting and Acorn 52 vehicles at SANGLEY POINT, thence shifting to MANILA for complete discharge of remaining cargo for the 113th C.B.'s (original MINDORO cargo). The first change occurred when Acorn 52 was re-commissioned necessitating the return of its vehicles on board BULLOCK to PUERTO PRINCESA and then there was so little time to meet the dead line of Acorn 52's forward movement, it was decided to off load only the matting, backload the Acorn vehicles, send the ship to MINDORO to lift 500 more tons Acorn 52 material, thence to PUERTO PRINCESA to arrive not later than 18 September. The four vehicles on board for SAMAR were to be off loaded and transhipped. BULLOCK's orders were contained in Commander Service Squadron SEVEN's 081329.

Considerable confusion and delay resulted from these changes since the commands concerned with the ship were so widely separated: CAPSF (Logistics) at SANGLEY POINT, Service Squadron SEVEN (Operations) on SAN CLEMENTE, Commander Construction Troops, the stevedores, and Port Director in MANILA.

11 September, 1945.

Got underway from SANGLEY POINT at 1403 having discharged 1712 tons cargo, and proceeded alongside S.S. RUSSEL ALGER to pick up lube oil. At 1759 got underway for MINDORO and PUERTO PRINCESA in accordance with Commander Service Squadron SEVEN's confidential dispatch of 8 September.

Positions: 2000 14 - 20.2 N 120 - 37.7 E

12 September 1945.

Anchored in Berth 69, MANGARIN BAY, MINDORO at 1308, there being a ship at the dock, and at 1845 commenced loading from LCT's. No regular stevedores were available; the ship furnished winchmen and hatch tenders for two crews composed of CASU and Acorn men working around the clock.

Positions: 0800 12 - 59.8 N 120 - 22.0 E
 1200 12 - 26.0 N 120 - 55.7 E

13 September, 1945.

Moored to MERCHANT DOCK at 0845 and continued loading.

145939

IN REPLY
REFER TO:

AK165/A12
Serial: 027

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

15 September, 1945 (Zone -9)

Completed loading 458 tons of construction material for Acorn 52 (winter quonsets, lumber, pipe, etc.) at 0500, and 1325 got underway for PUERTO PRINCESA.

Positions: 2000 11 - 14.5 N 120 - 26 E

16 September, 1945.

Anchored in PUERTO PRINCESA HARBOR at 1033. Received a copy of Commander Service Squadron SEVEN's 130713 from NSB ashore addressed to BULLOCK for action. This message which had never been put on the MANILA FOX schedule, the only circuit guarded by the ship, directed return to MANUS for loading upon completing discharge PUERTO PRINCESA.

17-26 September, 1945.

Discharging cargo with two gangs of Acorn stevedores working one shift.

20 September - Commenced working an additional shift. During this period, delivered some 12,000 gals. diesel oil to various escort and amphibious craft.

26 September - Completed discharging 1,514.5 tons cargo at 2300.

27 September, 1945

At 1300 got underway for MANUS in accordance with basic orders and instructions from Port Director, PUERTO PRINCESA which routed ship through MINDANAO SEA and SURIGAO STRAITS.

Positions: 2000 9 - 30 N 120 - 02 E

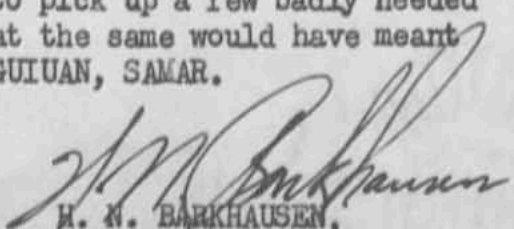
28 September, 1945.

Underway as before.

Positions: 0800 9 - 03 N 122 - 22 E
 1200 8 - 56 N 123 - 10 E
 2000 9 - 25 N 124 - 38 E

29 September, 1945.

Underway as before. Being ahead of schedule it was decided to go into GUIUAN, SAMAR (30 miles off course) for a few hours to secure the services of a radio technician for the LORAN gear and to pick up a few badly needed supply items. To have continued on to MANUS at the same would have meant a night arrival. At 0800 anchored berth Z12 GUIUAN, SAMAR.


H. N. BARKHAUSEN,
Lieutenant USNR
Commanding.

IN REPLY
REFER TO:

AK165/A12
Serial: 027

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

WAR DIARY

29 September 1945. (Zone - 9)

At 1100, effected change of Command in accordance with Commander Service Force Pacific Fleet orders Fl6-4/00, serial 26106 - 63 and 26107 - 63, dated 18 September, 1945. Lieutenant George R. Hargreaves, (D) U.S.N.R., 103889, reported by dispatch to Commander Service Force Pacific Fleet for temporary duty as Commanding Officer BULLOCK, and Lieutenant Henry N. Barkhausen, (D), U.S.N.R., 95851, was detached as ordered to proceed to Continental UNITED STATES for release to inactive duty under ALNav 252-45.

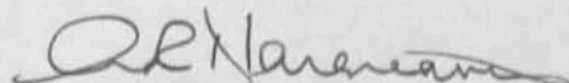
With LORAN gear repaired, underway at 1310 for MANUS in accordance basic orders, Commander Service Squadron SEVEN's 130713 of September, and route instructions from Port Director, PUERTO PRINCESA.

Position: 2000 09 - 29 N 128 - 12 E

30 September 1945.

Underway as before.

Positions: 0800 09 - 29 N 128 - 12 E
 1200 08 - 53 N 128 - 57.5 E
 2000 08 - 17 N 130 - 25 E



G. R. HARGREAVES,
Lieutenant USNR
Commanding.

cc: Cominch (Original)
CinCPac
ComSerForPac
ComSeron 7
File

IN REPLY
REFER TO:

AK165/A12
Serial: 029

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

REG. NO 8015
R/S
REG. SHEET NO 96

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

WAR DIARY

1 October, 1945. (Zone -10)

En route PUERTO PRINCESA, PALAWAN, PHILIPPINE ISLANDS, to SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS, in salt water ballast, in accordance with Commander Service Squadron SEVEN's confidential dispatch 130713 of September. Ship under operational control of Commander Service Squadron SEVEN, under Administrative Command of Commander Service Forces, Pacific Fleet.

POSITIONS:	0800	7 - 12 N	132 - 20 E
	1200	6 - 54 N	133 - 00 E
	2000	6 - 05 N	134 - 11 E

2 October, 1945.

Underway as before.

POSITIONS:	0800	4 - 53 N	136 - 19.5 E
	1200	4 - 36 N	137 - 04 E
	2000	3 - 52.5 N	138 - 28 E

3 October, 1945.

Underway as before.

POSITIONS:	0800	2 - 55 N	140 - 20 E
	1200	2 - 12 N	141 - 23 E
	2000	1 - 25 N	142 - 38 E

4 October, 1945.

Underway as before. At 1330, held man overboard drill followed by two hours of shiphandling ("rubber-docking") exercises for the watch officers who have had very little opportunity to maneuver the ship. BULLOCK was ahead of schedule making it necessary to lose three hours in order to make a daylight arrival at MANUS as required by routing instructions.

POSITIONS:	0800	00 - 24 N	144 - 24 E
	1200	00 - 12.5 N	144 - 53 E
	2000	00 - 09 S	145 - 36 E

5 October, 1945.

Moored starboard side to NABU DOCK, SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS, at 1101, and at 1340, commenced loading Electronics gear and Fleet Freight in holds #1, 2, and 3 for SAMAR, SUBIC BAY, AND MANILA.

148002

IN REPLY
REFER TO:

AK165/A12
Serial: 029

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

5 - 16 October, 1945.

Loading cargo, SEEADLER HARBOR, MANUS ISLAND.

On 6 October, requested Commander Service Squadron SEVEN by dispatch for authority to substitute TCS for TDE transmitter in RMO allowance scheduled for installation. Received authorization on the 9th, and work was commenced immediately; ship's company assisted two radio technicians from RMO, MANUS.

9 - 10 October - Loaded 49 tons special stowage cargo in #4 hold, consisting of clothing and small stores, whiskies, and personal effects for SAMAR, SUBIC, and MANILA. Completed radio installations on 12 October, the following additional gear being acquired in accordance Commander Service Force SEVENTH Fleet's RMO serial 03232 of 21 May, 1945. TCS transceiver; RAO and RBL receivers.

16 October, 1945.

Completed loading 1525 long tons of cargo, including 132 tons stowed on deck. Decision was made not to take additional 31 ton, low-priority, deck load. BULLOCK's stability was already low due to light load in the holds and a comparative heavy deck load. Ship was loaded throughout by the 22nd Special USNCB's, and in accordance with Commander Service Squadron SEVEN's speedletter, file 121-3, serial C-564-SF, dated 4 September, 1945. Got underway for SAMAR at 1703 pursuant to Commander Service Squadron SEVEN's confidential dispatch 130713 of September, and routing instructions of Port Director, MANUS.

POSITIONS:	2000	01 - 39 S	147 - 01 E
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17 October, 1945.

Underway as before.

POSITIONS:	0800	00 - 24.5 S	144 - 58.5 E
	1200	00 - 09 N	144 - 23 E
	2000	00 - 56 N	142 - 54 E

18 October, 1945.

Underway as before.

POSITIONS:	0800	2 - 06.5 N	140 - 51 E
	1200	2 - 36 N	140 - 14 E
	2000	3 - 26 N	138 - 53.5 E

19 October, 1945.

Underway as before.

POSITIONS:	0800	4 - 27.5 N	137 - 06.5 E
	1200	4 - 45 N	136 - 25 E
	2000	5 - 27.2 N	134 - 54 E

IN REPLY
REFER TO:

AK165/A12
Serial: 029

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

20 October, 1945. (Zone -9)
Underway as before.

POSITIONS:	0800	6 - 36.5 N	132 - 57 E
	1200	7 - 02.5 N	132 - 12.5 E
	2000	7 - 47 N	130 - 51.5 E

21 October, 1945.
Underway as before.

POSITIONS:	0800	8 - 56.5 N	128 - 58 E
	1200	9 - 10.7 N	128 - 11 E
	2000	9 - 42.3 N	127 - 05 E

22 October, 1945.

Underway as before. At 0935, anchored in GUIUAN ROADSTEAD, SAMAR, PHILIPPINE ISLANDS, and was informed that discharging could not begin for an indefinite time due to a shortage in personnel and facilities in this vicinity.

BULLOCK carried as passengers, 20 enlisted men and one officer, to be transferred at SAMAR. The enlisted men turned to throughout the trip along with ship's company and assisted notably in ship maintenance work. It has been found that with the reduced complements made necessary by demobilization, the utmost opportunity must be made of work performed underway by enlisted passengers.

23-25 October, 1945.

Anchored as before awaiting berth at dock to discharge cargo.

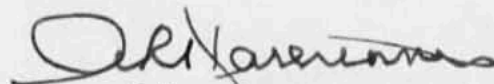
26 October, 1945.

Shifted to berth six, CALICOAN, SAMAR, PHILIPPINE ISLANDS at 1804, and at 1930 commenced discharging the deck cargo.

27-31 October, 1945.

Discharging cargo, CALICOAN, SAMAR, PHILIPPINE ISLANDS. A combination of the 19th Special USNCB's and Philippine native laborers furnished stevedores and all unloading facilities, working holds #2, 3, and 4.

On 31 October, undue pilferage and breakage of the fleet freight in #3 hold was discovered. Commander Cargo, SAMAR, was notified of same, and armed guards were ordered on board.



G. R. HARGREAVES,
Lieutenant USNR
Commanding.

IN REPLY
REFER TO:

AK165/A12
Serial: 030

CONFIDENTIAL

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

WAR DIARY

RECEIVED S-C FILES

Room 2055

ROUTE TO: 03

28 DEC 1945

File No. A12-1/AK165

Doc. No.

Copy No. 1 of 1

Reg. No. 16331

1 November, 1945 (Zone - 9)

Moored starboard side to berth 6, Calicoan Dock, CALICOAN, PHILIPPINE ISLANDS, discharging cargo from #2 and 3 holds in compliance with basic orders of COMMANDER SERVICE SQUADRON SEVEN'S confidential dispatch 130713 of September. A combination of the 19th Special USNCB's and Philippine native laborers was furnishing stevedores and all unloading facilities. Ship under the operational control of COMMANDER SERVICE SQUADRON SEVEN; COMMANDER SERVICE FORCES, PACIFIC FLEET, administrative command and personnel accounting office.

Demobilization has proceeded with fair satisfaction. There have been only two enlisted men retained for more than two weeks after becoming eligible for separation - one for six weeks (he has now been transferred), and another, qualified under AlNav 298-45, still awaiting relief or for a member of ship's company to qualify (this man was transferred on 11 November). The only unsatisfactory aspect of the demobilization procedure affecting the BULLOCK concerns the Officers. Two have been transferred for separation: The Commanding Officer and First Lieutenant. The present Commanding Officer was ordered to assume command on 18 September, 1945, at a time when already eligible for release with 54 points; and at this time, both the present Commanding and Executive Officers have been eligible since 15 September.

At 1636, underway to anchor in berth A-44, GUIUAN ROADSTEAD, SAMAR, P.I., in compliance with the Port Director's urgent dispatch. Typhoon Condition Two was set, and BULLOCK prepared to ride out the contemplated typhoon with 75 fathoms of chain in 8 fathoms of water. All discharging operations ceased, all holds, booms, and deck gear secured.

2 November, 1945.

Got underway at 1722 to return to dock. The typhoon apparently veered to the northwest to clear SAMAR, and at 1835, moored at berth 6, Calicoan Dock, in compliance with the Port Director's visual dispatch 020727. At 2105, commenced discharging again from #2 hold.

3 November, 1945.

Completed discharge of all cargo consigned to SAMAR, and commenced loading holds #2 and 3 with transshipment cargo for SUBIC BAY and MANILA.

4-5 November, 1945.

At Calicoan Dock loading cargo for SUBIC BAY and MANILA.

6 November, 1945.

Completed total loading at 1345; secured for sea, and at 1546 got underway from Calicoan Dock. Anchored at 1634 in berth Z-28, GUIUAN ROADSTEAD, SAMAR, P.I., for overnight, awaiting passengers and sailing orders. Discharged 1090 tons, loaded 335 tons, total cargo now on board 770 tons (dry).

153564

IN REPLY
REFER TO:

AK165/A12

Serial: 030

U. S. S. BULLOCK (AK-165)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

7 November, 1945 (Zone -9)

Underway at 0927 en route SUBIC BAY via SURIGAO STRAITS in accordance with COMMANDER SERVICE SQUADRON SEVEN'S confidential dispatch 130713 of September, and Port Director, SAMAR, routing instructions, serial 532 of 6 November. 14 passengers were loaded for SUBIC BAY.

Positions:	1200	10 - 43.1 N	125 - 22 E
	2000	9 - 29.5 N	124 - 37.5 E

8 November, 1945.

Underway as before. At 0200, while proceeding through the MINDANAO SEA, unfavorable weather, strong winds and heavy rain, closed in, 8 miles due south of SIQUIJOR ISLAND. Two navigational lights expected were not visible. Lay to for 4 hours waiting for daylight to verify position before proceeding over 18 fathom shoal determined by fathometer and not recorded on the charts. BULLOCK has never been authorized radar gear - it would have been most useful at this point. This vessel has operated mostly in the PHILIPPINE ARCHIPELAGO where narrow straits, poor weather, and much shipping have all made piloting a bit hazardous in light of present-day standards. It has been found that LORAN gear is not accurate enough for piloting as such where land masses interfere and distort reception to too great an extent.

Positions:	0800	8 - 58.5 N	123 - 18 E
	1200	9 - 14.7 N	122 - 38.1 E
	2000	10 - 24.2 N	121 - 47.8 E

9 November, 1945.

Underway as before. At 2308 anchored in berth 150, SUBIC BAY, LUZON, P.I.

Positions:	0800	12 - 22 N	120 - 51 E
	1200	13 - 00 N	120 - 32 E
	2000	14 - 20 N	120 - 04 E

10-24 November, 1945.

Anchored in SUBIC BAY, awaiting orders to discharge cargo. At 0815 on 12 November, shifted to berth 111, SUBIC BAY, in accordance with Port Director's verbal authorization. On 24 November, sent dispatch to COMMANDER SERVICE SQUADRON SEVEN requesting an answer to the speedletter mailed 9 days previously. This letter asked for information concerning future operations or disposition of the BULLOCK of which this command had no knowledge whatsoever. Decisions must be made concerning personnel transfers, both officer and enlisted, and all depended on what had been scheduled by higher authority.

25 November 1945.

Underway at 1547, and moored port side to, in berth 2, at Olangapo Dock, SUBIC BAY, LUZON, PHILIPPINE ISLANDS.

IN REPLY
REFER TO:

AK165/A12
Serial: 030

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26-30 November, 1945 (Zone - 9).

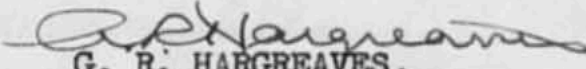
Moored to Olangapo Dock discharging cargo from holds #1, 2 and 3. Stevedore gangs were made up entirely of native labor. Two CB supervisors were provided from the remnants of the 21st Special USNCB's. Unloading proceeded very slowly due to the lack of skilled labor, the availability of very few trucks, and poor co-operation from all shore activities and facilities. On 26 November, received dispatch from COMMANDER SERVICE SQUADRON SEVEN stating that speedletter had not been received, but that BULLOCK was scheduled for return to the UNITED STATES in December for decommissioning. Six hours prior to receipt of this dispatch, 5 high-point men were transferred to another ship returning to the U.S. in exchange for 5 low-point seamen in accordance with COMMANDER PHILIPPINE SEA FRONTIER's dispatch authority 140146 of October.

On 30 November, at the month's end, the following summation is made of all personnel transfers initiated by this command in connection with demobilization since 15 August, 1945. The total personnel on board at that time was 72 men and 9 Officers.

Enlisted men transferred for separation:	30
Officers transferred for release from active duty:	2

At present, the Commanding Officer and Executive Officer have been eligible for release since 15 September, now with 56 $\frac{1}{2}$ and 54 points respectively. Relief for the Executive Officer was ordered by BuPers dispatch 261819 of October. BuPers dispatch 132112 of November stated that no relief was available for the Commanding Officer.

In the 9 months since commissioning, this vessel has carried 9970 tons of dry cargo, having steamed a total of 18,500 miles.

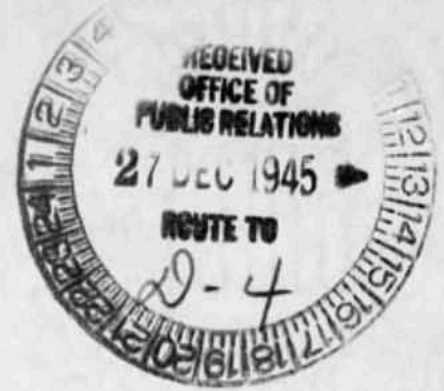

G. R. HARGREAVES,
Lieutenant, U.S.N.R.
Commanding.

cc: CincPac
ComServPac
ComServRon 7

IN REPLY
REFER TO:

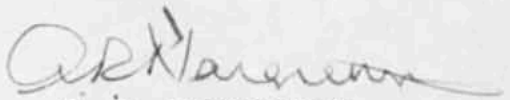
AK165/A12

U. S. S. BULLOCK (AK-165)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA



11 December 1945

From: The Commanding Officer.
To: The Secretary of Navy, Public Information.
Subject: Public Information Ship History - forwarding of.
Reference: (a) ALPac 318.
Enclosures: (A) U.S.S. BULLOCK Public Information Ship History for World War II (3 copies).
1. Enclosure (A) is forwarded herewith in compliance with reference (a).


G. R. HARGREAVES

cc, encl: ComServForPac(3)
CincPac Pubinfo (3)
ComServRon 7 (3)
Fleet Home Town News Center (3)

156280

U.S.S. BULLOCK (AK165)

SHIP HISTORY FOR WORLD WAR II

SUPPLEMENT

Listed below are the successive
Commanding Officers of the U.S.S.
BULLOCK.

H. N. DANKHAUSEN, Lt. USNR
232 E. Walton Place
Chicago, Ill.

G. R. HARGREAVES, Lt. USNR
935 Las Alturas
Santa Barbara, Calif.

SHIP HISTORY FOR WORLD WAR II

7 December 1945

The U.S.S. BULLOCK, CI-M-AV1 type cargo vessel, built in Kaiser's Richmond, California, Shipyard #4, was commissioned on the second of March 1945, at the Moore Drydock Company, Oakland, California. Her keel had been laid 26 September 1944; She was launched on 2 December 1944. The BULLOCK was named for an agricultural county in Alabama which in turn was named for an officer in the Confederate Armies. Her overall length was 339 feet, gross tonnage registered at 3805 and full load displacement was 7450 tons. There were a few guests present at the commissioning, friends and relations of the 70 men and 9 officers of ship's company, to watch the National Ensign broken out at the gaff and the Commission Pennant run smartly up to the Main Truck. Lieutenant Commander C.V. Elliott, D(L), USNR, representative of the Commandant of the Twelfth Naval District, commissioned the BULLOCK in the U.S. Naval Service; and Lieutenant H.N. Barkhausen, D, USNR, Commanding Officer, accepting her on behalf of the men and officers of his command, emphasized the ship's mission at this time and pledged himself and his men to fulfillment of same: "To maintain the continuous supply line to the Fleet, to Ground Troops, and to shore-based Air-forces."

It was a very green crew - as were all crews assigned to newly commissioned ships at this stage of the war. There were but a few "old hands" scattered among the many neophytes to the sea. However, all of these men and officers had been attached to the Pre-Commissioning Training Center at Treasure Island, California, for a period of time varying from six months to one week before. They had been well grounded in the fundamentals and responsibilities of their variously assigned duties. All that remained now from the standpoint of training was to "feel her out" underway, to put to practice and coordinate all that had been absorbed at the many schools.

After the brief, but impressive, commissioning ceremony, the BULLOCK got underway to Treasure Island for a six day Yard Availability to convert what was primarily a merchant maritime type into a full-fledged naval vessel, adaptable and useful to the many peculiarities of the service, and capable of defending herself from enemy attack. Then followed a ten day fitting-out schedule wherein stores, supplies and ammunition were brought aboard from the Naval Supply Depot, Oakland, California; and trial runs, tests, and compensations were made of all the ship's gear.

On 19 March, BULLOCK got underway for San Pedro, California, to undergo her assigned Shakedown Cruise which consisted of more trial runs, many tests of operating gear and all running rigging; and a "full dress rehearsal" of the Battle Bill tested by a "Battle Problem" was conducted on the final day (3 April) in conjunction with a material inspection made by the San Pedro Shakedown Group representatives. Then followed a five day post-shakedown Yard availability at the Standard Shipbuilding Company Yards, San Pedro. Herein all deficiencies noted since commissioning were corrected to as great an extent as possible.

On 12 April, returned to San Francisco and from 15-19 April loaded cargo for Manus, Admiralty Islands and Samar, Philippine Islands, at Pier 90-B, San Francisco. This cargo consisted of hull and engine spares, radio and radar gear totalling 2500 tons and 108 tons of frozen and chilled provisions. Much has been made of this preliminary period, when the BULLOCK and crew were readied for sea and war, in order to point out the careful and thorough training period the Navy saw fit to provide at a time when all shipping was so vitally needed. As previously mentioned, the crew was very green at the start, but there was little left to learn by the time she was ready to start off to the vast reaches of the Pacific except that which only actual experience could teach. It is emphasized here as a point of interest that at this time there were no qualified deck officers on board but for the Commanding and Executive Officers, the former having served on board a PT tender, the latter having spent three years in coastal convoy, anti-submarine warfare training and teaching. And yet, the BULLOCK received an "above average" grade for the shakedown

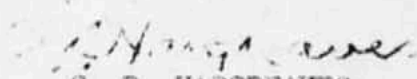
training period - an indication of the extent to which eagerness, industry, and conscientiousness on the part of all hands can compensate for experience.

On 20 April 1945, the BULLOCK got underway from San Francisco for Manus Island a trip that was to take 23 days with no unusual incidents or mishaps occurring. Then, for the next seven months there followed a series of shuttle runs principally between Manus and the Philippines carrying transshipment cargo and some provisions up into the more forward areas. This ship was not once subjected to enemy air or surface ship attack, undergoing but one official air-raid alert; however, always while underway, there was the constant threat of submarine attack and exposure to enemy mines which necessitated steering zig-zag courses and holding routine as well as irregular battle alerts and training exercises.

Below is a list of ports of call in chronological order from the first stop at Manus on 13 May, 1945, up to the present time, 7 December 1945, where the BULLOCK is lying at anchor in Manila Harbor; here she is waiting to discharge the last 100 tons of cargo remaining on board before she can sail to the United States for decommissioning and eventual return to the Maritime Commission: Manus, Admiralty Islands - Philippine Islands (Guiuan, Samar; Tacloban, Leyte; Ilcilo, Panay; Cebu; Bobon Point, Samar) - Manus - Hollandia, New Guinea - Morotai, Netherlands East Indies - Philippine Islands (Zamboanga, Mindanao; Isabella, Basilan; Puerto Princesa, Palawan; Mangarin Bay, Mindoro; Puerto Princesa; Manila and Cavite, Luzon; Mangarin Bay; Puerto Princesa) - Manus - Philippine Islands (Guiuan, Samar; Subic Bay; Manila).

The war's end and subsequent demobilization came as a very pleasant surprise, but ill-prepared for, as a result. However, by 30 November, 30 enlisted men of the original crew had been transferred back to the United States for separation from the Naval Service. There was not one enlisted man being retained on board who was eligible for release at this time; and but two men, from 15 August on, were kept over two weeks after becoming eligible, and their specialty made it essential to have an adequate relief. This was quite a problem - to release most of the leading petty officers (for they were the ones who "had the points") and to still maintain and operate the ship as a going concern. However, it was done, and in a most satisfactory manner, which speaks well for the basic training and adaptability of the seamen on board. Many were forced, virtually overnight, to step into positions of greatly increased responsibility - and they have carried on well.

At this time, when it seems most likely that the BULLOCK has carried her last load for the Navy (with the exception of homeward-bound passengers), it seems fitting to mention that she has carried 9970 tons of dry cargo over a total of 18,500 miles. This is certainly not a remarkable record, but let it be said here, that at no time was the BULLOCK laid up for repairs or was she out of commission in any way - always ready and available to lift cargo whenever and wherever ordered. There were many times when she had to lie at anchor "waiting her turn" at the few available docks in many ports - impatient and anxious to move; but the exigencies of war and the multitudinous problems of maintaining such a far-flung life-line of services and supplies such as the Navy took upon itself rendered further and faster action next to impossible.


G. R. HARGREAVES,
Lieutenant USNR
Commanding.