

WAR DIARY-CONFIDENTIAL

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| Reg. No. | <u>None</u> |
| R. S. No. | _____ |

USS Newcastle Victory (AK233) 7 ENK

23 November 1944 (Zone plus ~~15~~)

At 1130 Lt. Comdr. Emerson, USNR, representing the Commandant, Twelfth Naval District, read his orders directing him to place the ship into commission in the U.S. Naval Service. It was accepted by Lt. Comdr. J.T. Edwards, USNR, at Yard #1, Richmond, California.

24 November to 25 November 1944

Moored portside to Berth Fox, Pier Four, Naval Supply Depot, Oakland California. Commenced taking supplies and equipment aboard.

26 November to 30 November 1944

Anchored in Berth Five, Anchorage Twelve in San Francisco harbor.

~~J. T. Edwards~~
J. T. Edwards
Commanding
By Direction:
Edward H. Kane
Navigator.

114066

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USS Newcastle Victory (AK233)

1 December 1944 (zone plus 7)

Underway pursuant to Operation Order COTCPAC No. 271-44 enroute from San Francisco, California to San Pedro, California. Operating singly without escort. Took departure bearing at 1111 with Buoy Able on starboard beam 160 yards, seaward end of swept channel. Course 204° True, standard speed 15 knots, 80 RPM.

At 1800 standard chronometer stopped, 0100 GCT, causes unknown.

2 December 1944

Underway enroute to San Pedro, California. Course 159° T., 96 rpm. At 0918 took fix on right tangent San Nicolas Island, bearing 089° T., and left tangent bearing 051° T.

At 1019 sighted Santa Barbara Island bearing 087° T., distant 22 miles.

Taffrail log streaming and averaging 15 knots.

1350 Passed Pt. Vicente abeam to port, bearing 359° true, distance 7 miles.

Pilot Lt. Comdr. Chamberlain came aboard at 1424 from Station Vessel.

At 1547 anchored in Berth Dog Six in San Pedro Bay, San Pedro, California.

3 December to 10 December 1944

Underwent shakedown period.

11 December 1944

Underway enroute to San Francisco, California, with orders to report to Twelfth Naval District. At 1136 took departure from Station Vessel, seaward end of swept channel, San Pedro Bay and set course 214° true. Orders from Port Directors Office, San Francisco, California. Steamed at 96 rpm.

At 2103 Point Conception bearing 016° true, distance 7.1 miles. Log reading 105.4. Operating singly without escort.

12 December 1944

Underway enroute to San Francisco, California on course 329° true, speed 96 rpm.

At 0110 sighted Pt. Piedras Blancas light bearing 015° true.

At 0216 sighted Pt. Sur light bearing 060° true and Pt. Piedras Blancas light bearing 112° true.

At 1230 passed Buoy Able abeam to port at entrance of swept channel entering San Francisco harbor.

At 1521 anchored in naval anchorage twelve, San Francisco harbor, California.

13 December 1944

Underway enroute to Port Chicago, California to take on ammunition cargo at 1011.

At 1312 moored portside to, Berth two, Port Chicago, California.

At 1910 first load of ammunition received in #5 hold.

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December cont.

14 December to 21 December 1944

Moored as before taking on ammunition cargo, Port Chicago, California.

22 December 1944

Underway at 0825 enroute to Par Terminal Four, San Pablo Point, California in pursuant of orders of Twelfth Naval District.

Moored at 1122 starboard side to dock at Par Terminal Four San Pablo Point, California.

At 2035 commenced taking on deck cargo.

23 December to 27 December 1944

Moored as before taking on deck cargo at Par Terminal Four, San Pablo Point, California.

28 December 1944

Underway enroute to Pearl Harbor, T.H. from San Francisco, California in pursuant of orders from Twelfth Naval District, via Port Director's Office. Operating singly without escort. Took departure bearing at 1558 from Buoy Able, seaward end of swept channel when abeam to port 100 yards. Set course 242° true and speed 95 rpm.

Heavy ground swells on starboard bow, rough head sea. Condition of sea 5. Rolling heavily and shipping water. Captain is conning.

At 1744 deck cargo on #3 hatch is shifting. Lashed deck cargo and reduced speed to 50 rpm.

29 December 1944

Underway as before. Course 275° true. Speed 60 rpm. Condition of sea the same. 0800 position $37^{\circ}27'N--125^{\circ}30'W$.

Sea quieter, speed increased to 80 rpm at 1200. Noon position: $37^{\circ}25'N--126^{\circ}50'W$.

2000 position: $36^{\circ}41'N--129^{\circ}03'W$. Increased speed to 95 rpm.

30 December 1944 (zone plus 9)

Underway as before. Speed 95 rpm. On various courses enroute to Pearl Harbor, T.H.

0800 Position: $35^{\circ}36'N--131^{\circ}22'W$

1200 Position: $34^{\circ}23'N--132^{\circ}27'W$

2000 Position: $33^{\circ}15'N--135^{\circ}07'W$

At 1300 set clocks back two hours to conform to plus nine zone.

31 December 1944

Underway as before enroute to Pearl Harbor, T.H.

At 0145 sighted friendly plane on ship's course 243° true. Sighted white flare 2000 feet astern on water.

At 0620 sighted plane, heavy medium bomber to port, distance 6000 yards/

0644 commenced U.S. Navy Zigzag plan #28. At 1535 sighted two friendly planes.

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December cont.

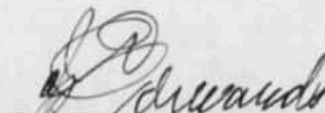
31 December 1944 (cont)

At 1600 changed zigzag plan to #42. Ceased zigzagging at 1804.

0800 Position: $31^{\circ}55'N$ -- $138^{\circ}12'W$

1200 Position: $31^{\circ}22'N$ -- $139^{\circ}20'W$

2000 Position: $30^{\circ}15'N$ -- $141^{\circ}42'W$


J. T. Edwards
Commanding

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USS Newcastle Victory (AK233)
1 January 1945 (Zone: plus 9)

Underway enroute to Pearl Harbor, T.H. from San Francisco, California. Steaming on course 239° true, speed 95 rpm, with cargo of ammunition and general stores.

At 0215 sighted friendly plane proceeding on course 240° true.

At 0830 retarded all ship's clocks to conform with zone time plus 9 1/2.

At 1238 commenced zig-zag plan #26 from US Navy plans of 1940.

At 1415, Deck Court held, Lt. Edward H. Kane, USNR presiding, to try Bosques, R.J.; MM3/c; 388-0098, USN.

At 1445, Deck Court adjourned.

0800 Position: 28°33' N--144°33' W

1200 Position: 28°01' N--145°35' W

2000 Position: 27°00' N--147°21' W

At 1905 Ceased zig-zagging.

2 January 1945 (Zone: plus 9 1/2)

Steaming as before on course 240° true enroute to Pearl Harbor, T.H.

At 0630 commenced zig-zag plan #26 from US Navy diagrams of 1940.

At 1833 ceased zig-zagging.

0800 Position: 25°56' N--150°17' W.

1200 Position: 24°56' N--151°31' W.

2000 Position: 24°10' N--153°00' W.

3 January 1945

Steaming as before on course 240° true.

At 0620 sighted ~~xxxx~~ vessel abeam to Strb. distant 7 miles.

At 0700 commenced zig-zag plan #10 from diagrams of 1940.

At 0845 sighted land bearing 195° true and 210° true. Identified as Molokai Is.

At 1130 sighted Oahu Is. bearing 242°, distance 60 miles.

At 1309 ceased zig-zagging, steadied on course 210° true.

At 1457 Makapu light abeam to strb. 6.5 miles.

At 1538 Diamond Head light abeam to strb. 2.6 miles.

At 1612 received visual message to stand well clear of channel until advised to enter.

1747 Lt. Comdr. Lieberg, pilot, boarded us.

At 1925 moored strb. side to berth #3 (Mike) at Merry Point., Pearl Harbor, T.H.

0800 position: 22°25' N--155°50' W.

1200 position: 21°10' N--157°30' W.

4 January to 5 January 1945

Moored as before, discharging cargo.

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6 January 1945

At 0805 underway to change berths. Left Berth Mike 3, Merry's Point.

At 1006 moored portside to Peir 3, Westlock, Pearl Harbor, T.H.

At 1320 commenced discharging cargo.

7 January to 16 January 1945

Continued to discharge and load cargo at Peir 3, Westlock, Pearl Harbor, T.H.

17 January 1945

At 1525 got underway pursuant to orders from ComServon Eight enroute from Westlock, Pearl Harbor, T.H. to Eniwetok. Operating singly without escort with full load of cargo, 8,300 tons.

At 1703 took departure bearing, Diamond Head light bearing 079° true and Barbers Point light bearing 297° true. Steering course 180° true, standard speed set at 95 rpm; steaming at 95 rpm.

2000 position: $20^{\circ}22'N--157^{\circ}59'W$.

18 January 1945

Underway enroute to Eniwetok from Pearl Harbor, T.H.

At 0615 commenced zig-zag plan # 16 USN Diagrams of 1940.

At 0715 secured from zig-zagging.

At 0800 set clocks back to conform with zone time plus 10.

At 0945 exchanged recognition signals with ship bearing 240° true, distance 4000 yards.

At 1302 and 1313 passed patrol planes proceeding in opposite direction. We were steaming on course 267° true.

Zig-zagged from 1738 to 1840, using plan #16 from USN Diagrams 1940.

0800 position: $19^{\circ}50'N--160^{\circ}44'W$.

1200 position: $19^{\circ}42'N--162^{\circ}01'W$.

2000 position: $19^{\circ}32'N--164^{\circ}35'W$.

19 January 1945 (Zone-plus 10)

Underway enroute to Eniwetok, course 261° true, speed 95 rpm.

Zig-zagged from 0545 to 0646 using plan #16 from USN Diagrams 1940; and from 1807 to 1933 using plan #15.

At 0800 set clocks back to conform with plus 11 zone.

0800 position: $19^{\circ}13'N--167^{\circ}54'W$.

1200 position: $19^{\circ}06'N--168^{\circ}41'W$.

2000 position: $18^{\circ}41'N--171^{\circ}02'W$.

20 January 1945 (zone-plus 11)

Underway enroute to Eniwetok, course 257° true, speed 95 prm.

Zig-zagged from 0610 to 0710 using plan #8 from USN Diagrams 1940, and from 1735 to 1835.

0900 retarded ships clocks to conform with zone plus 12.

0800 position: $18^{\circ}08'N--173^{\circ}56'W$

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20 January 1945(cont.)

1200 position: 17°52'N--175°23'W.
2000 position: 17°25'N--177°21'W.

21 January 1945 (Zone-plus 12)

Underway enroute to Eniwetok, course 256° ~~kumy~~ true, speed 95 rpm.

0905 changed date to 22 January 1945 to conform with international date line.

Zig-zagged from 0534 to 0634 using plan #16 from USN Diagrams 1940 and from 1808 to 1908.

0800 position: 16°42'N--179°12'E.
1200 position: 16°27'N--178°10'E.
2000 position: 15°58'N--176°04'E.

23 January 1945 (Zone--minus 12)

Underway enroute to Eniwetok, course 255° true, speed 95 rpm.

Zig-zagged from 0555 to 0657 using plan #8 from USN Diagrams 1940, and from 1830 to 1930 using plan #16.

At 1410 investigated shoring of 6" projectiles in No. 4 hold--found to be faulty. Secured from adding additional shoring at 1441.

0800 position: 15°08'N--172°49'E
1200 position: 14°45'N--172°10'E
2000 position: 14°13'N--169°46'E

24 January 1945

Underway enroute to Eniwetok, course 250° true, speed 80 rpm.

Zig-zagged from 0608 to 0708 using plan #18 from USN Diagrams 1940, and 1757 to 1857.

Set clocks back one hour to conform with zone time minus 11.

0800 position: 13°18'N--162°08'W
1200 position: 12°58'N--166°15'W
2000 position: 12°22'N--164°43'W

25 January 1945 (Zone--minus 11)

Underway enroute to Eniwetok, course 249° true, 75 rpm. Operating under zig-zag diagram plan #18 according to USN Diagram 1940.

At 0540 sighted convoy bearing 210° true, distance 6 miles. At 0545 ceased zig-zagging.

Sighted land bearing 010° relative on course 249° true. Established land as Eniwetok Atoll at 0700.

At 0922 anchored in Anchorage Able, Berth Queen 6 at Eniwetok Atoll, Marshall Islands.

At 1300 set clocks ahead one hour to conform with local zone time--minus 12)

0800 position: 11°38'N--162°01'E

26 January 1945 (Zone-minus 12)

Anchored as before.

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27 January 1945

Anchored as before.

At 1213 underway in pursuant to orders #54, serial number A4-3/JMB/wdc, dated 27 January 1945. Enroute to Apra Harbor, Guam, Marianna Is.; from Eniwetok Atoll, Marshall Is. in convoy. Speed 60 rpm. Ships in convoy and positions as follows: SS Fort Dearborn #11; USS LST 816 #12; USS Centaurus #21; (convoy commodore); USS Newcastle Victory #22; USS LST 629 #23; USS LST 449 #31; USS LST 222 #32. Interval in column 750 yards. Distance between ships 700 yards. Escorts: USS McGinty (DE 365), USS CONTROL (AM 164), USS PC 601. Course set 280° true.

At 1355 took departure bearing from #2 ~~buoy~~ buoy abeam to port, 1400 yards.

At 1500 set ships clocks back one hour to conform ~~time~~ with zone minus 11.

2000 position: 11°16'N--161°29'W.

28 January 1945 (Zone-minus 11)

Underway in convoy as before enroute to Apra Harbor, Guam.

0800 Position: 11°43'N--158°37'E

1200 Position: 11°45'N--158°44'E

2000 Position: 11°55'N--157°14'E

29 January 1945

Underway in convoy as before enroute to Apra Harbor, Guam.

At 1230 set clocks back one half hour to conform with zone minus 10 1/2).

0800 position: 12°12'N--154°15'E

1200 position: 12°26'N--154°28'E

2000 position: 12°45'N--153°14'E

30 January 1945 (Zone-10 1/2)

Underway as before enroute to Apra Harbor, Guam, steaming in convoy.

0800 position: 13°03'N--151°33'E

1200 position: 13°09'N--150°51'E

2000 position: 13°19'N--149°40'E

31 January 1945

Underway as before enroute to Apra Harbor, Guam, steaming in convoy.

0800 position: 13°42'N--147°41'E

1200 position: 13°40'N--147°56'E

2000 position: 13°46'N--145°52'E

J. T. Edwards

Commanding

By Direction

Edward H. Kane

Navigator

WAR DIARY---CONFIDENTIAL

USS NEWCASTLE VICTORY (AK 233)

1 February 1945 (Zone--minus 10 1/2)

Underway as before in pursuant to orders #54, serial number A4-3/JMB/wde, dated 27 January 1945. Enroute to Apra Harbor, Guam from Eniwetok Atoll. Course 271° true, speed 60 rpm. Ship in convoy, positions as follows: SS Fort Dearborn #11; USS LST 816 #12; USS Centaurus #21(convoy commodore); USS Newcastle Victory #22; USS LST 629 #23; USS LST 449 #31; USS LST 222 #32. Interval in column 750 yards, distance between ships 700 yards. Escorts: USS McGinty (DE 365), USS Control (AM 164), USS PC 601.

At 0130 sighted Guam bearing 226° true, distance 10 miles.

At 0515 dispersed convoy with each ship steaming independently.

At 0815 anchored in Apra Harbor, Guam. Beacon A bearing 194° true, beacon B bearing 144° true, beacon C bearing 044° true.

At 0900 set clocks back one half hour to conform with local zone time of minus 10.

2 February to 5 February 1945 (Zone-10)

Anchored as before.

6 February 1945

At 1730 underway in pursuant to orders from Port Director of Apra Harbor, Guam enroute to Ulithi Atoll. Standard speed 60 rpm. Steaming in convoy: USS Nitro AE 2 (# 21); She was convoy commodore. USS Newcastle Victory (AK 233) #11. Distance 800 yards between ships. Escort vessel USS Oracle AM 103.

Took departure bearing at 1742 from Guam Island signal tower, bearing 086° true, distance 4000 yards. Course 200° true. 2000 position: 13°08'N--144°22'E.

7 February 1945

Underway as before in convoy, enroute to Ulithi Atoll from Apra Harbor, Guam. Course 243° true, speed 60 rpm.

At 1215 sighted plane(Coronado) of course 056° true.

0800 position: 12°12'N--142°22'E

1200 position: 11°51'N--141°47'E

2000 position: 11°13'N--140°45'E

8 February 1945

Underway as before in convoy, enroute to Ulithi Atoll from Apra Harbor, Guam. Course 234° true, speed 60 rpm.

At 0745 Soreleng Is. bearing 212° true, Sorlen Is. bearing 134° true.

0820 Convoy dispersed and proceeded independently.

At 1045 anchored in Ulithi harbor on anchorage #240.

0800 position: 9° 40'N-- 139° 39'E

9 February to 16 February 1945

Anchored as before.

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17 February 1945

Anchored as before in Ulithi harbor, anchorage #240.

At 0755 underway in pursuant to orders from Port Director of Ulithi Atoll enroute to Apra Harbor, Guam in convoy. ~~XXX~~ SS Kumukaki, #11; USS Newcastle Victory, convoy commodore; USS DE 438 as escort. Speed 85 rpm, course 060° true.

At 0845 took departure bearing, Falopp Is. bearing 281° true.

At 1056 torpedo detector reported out of operation, secured for repairs.

0800 position: 9°55'N--139°37'E

1200 position: 10°29'N--140°25'E

2000 position: 11°16'N--141°41'E

18 February 1945

Underway as before in convoy enroute to Apra Harbor, Guam. Course 059° true, speed 84 rpm.

At 0815 fathometer reported out of order, secured.

At 1040 secured convoy, proceeded independently.

At 1120 standing off Apra Harbor, Guam awaiting orders.

At 1630 moored starboard side to Berth Item, Apra Harbor, Guam.

At 1845 began discharging cargo.

0800 position: 12°58'N--144°01'E

1200 position: 13°26'N--144°42'E

19 February to 28 February 1945

Moored as before, starboard side to Berth Item, Apra Harbor, Guam. Discharging cargo from holds 1,2,3,4,5.

J. T. Edwards
Commanding

By Direction
Edward H. Kane
Navigator

WAR DIARY--CONFIDENTIAL

Reg. No. 16617

R. S. No. _____

USS Newcastle Victory (AK 233)

1 March 1945 (Zone-minus 10)

Moored starboard side to Berth Item, Apra Harbor, Guam.
Discharging cargo from holds 3, 4. Holds 2, 5 are empty and secured, loading general cargo into hold 1.

2

2 March to 3 March 1945

Moored as before, discharging and taking on cargo.

4 March 1945

Moored as before, taking on cargo.

At 0655 underway proceeding out of Apra Harbor, Guam to form convoy in pursuant to orders from Port Director. Convoy positions as follows: USS Whitman, #11; USS Jose Morelos, #31; USS Ewing Young, #12; USS Sacomet, #22; USS San Vincent, #32; USS Newcastle Victory, #21 and convoy commodore. Escorts: USS Bond, USS Concise. Distance between ships 600 yards, distance between columns 800 yards. Speed 48 rpm. Course-various enroute around the island of Guam.

At 0830 took departure from buoy Able ~~marking~~ abeam on starboard, distance 500 yards.

At 1535 USS Cassin (DD 372) relieved USS Concise (AM 152) as escort vessel.

1200 position: 13°09'N--144°45'E

2000 position: 13°22'N--145°30'E

5 March 1945

Underway as before in convoy proceeding around Guam Is.
On various courses, speed 48 rpm.

0800 position: 13°14'N--144°27'E

1200 position: 13°08'N--144°52'E

2000 position: 13°30'N--145°30'E

6 March 1945

Underway as before in convoy proceeding around Guam Is.

At 0600 dispersed convoy and proceeding independently.

At 1018 anchored in Apra Harbor, Guam. Beacon A bearing 190° true, Beacon C bearing 052° true and Signal Tower (H2) bearing 145° true.

0800 position: 13°28'N--144°36'E.

7 March 1945

Anchored as before in Apra Harbor, Guam.

At 0750 underway in pursuant of orders from Port Director. Enroute to Eniwetok from Apra Harbor, Guam in convoy, positions as follows: SS Mobiloil #11; SS Cleveland Forbes #12; USS Newcastle Victory (Convoy Commodore) #21; SS Alvarado #22; SS W.B. Rodgers #23; SS James Lick #31; SS Sacomet #32. Interval between columns 850 yards, between ships 700 yards. Escorts: USS Concise, USS Caution and USSPC 1125. Course 166° true, speed 55 rpm.

Took departure at 0807 when buoy #1 was abeam to starboard, 500 yards.

0800 position: 13°28'N--144°36'E; 1200: 13°14'N--144°28'E

2000 position: 13°08'N--144°20'E

115619

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8 March 1945

Underway as before proceeding in convoy enroute to Eniwetok on course 091° true, standard speed set at 56 ~~xxxx~~ rpm.

At 0521 sounded general quarters for dawn security, and secured as 0621.

At 1500 Duncan, Willie Ray, 832-74-37, F1/c, V-6, USNR, was confined under guard due to a mental diagnosis of emotional instability.

At 1815 sounded general quarters for twilight security and secured at 1915.

0800 position: 13°04'N--147°16'E

1200 position: 12°58'N--147°51'E

2000 position: 12°48'N--148°30'E

9 March 1945

Underway as before proceeding in convoy enroute to Eniwetok.

Sounded general quarters for dawn and twilight security.

0800 position: 12°38'N--150°47'E

1200 position: 12°29'N--151°26'E

2000 position: 12°26'N--152°37'E

10 March 1945

Underway as before proceeding in convoy enroute to Eniwetok.

Sounded general quarters for dawn and twilight security.

At 1900 observed irregular flashing white light abeam to port, distance 11 miles. Course 098° true.

At 2000 USS Concise (AM 163) left escort formation to investigate light.

0800 position: 12°12'N--154°19'E

1200 position: 12°10'N--154°53'E

2000 position: 12°04'N--156°03'E

11 March 1945

Underway as before steaming in convoy enroute to Eniwetok.

At 0600 set clocks ahead one hour to conform with minus 11 zone.

Sounded general quarters for dawn and twilight security.

0800 position: 11°44'N--157°41'E

1200 position: 11°39'N--158°23'E

2000 position: 11°24'N--159°32'E

12 March 1945 (Zone- minus 11)

Underway as before steaming in convoy enroute to Eniwetok.

At 1250 dispersed convoy and proceeded alone enroute to Pearl Harbor, T.H. Standard speed 95 rpm.

Sounded ~~the~~ general quarters for dawn and twilight security.

0800 position: 11°09'N--161°25'E

1200 position: 11°05'N--162°04'E

2000 position: 11°34'N--163°56'E

13 March 1945

Underway singly enroute to Pearl Harbor, T.H.

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13 March 1945 (cont.)

0800 position: 12°33'N--166°53'E
1200 position: 12°55'N--167°47'E
2000 position: 13°32'N--169°51'E

14 March 1945

Underway as before singly enroute to Pearl Harbor, T.H.
0730 Advanced ship's clock one hour to conform with minus 12 zone.

0800 position: 14°11'N--172°29'E
1200 position: 14°24'N--173°39'E
2000 position: 14°59'N--175°41'E

15 March 1945 (Zone-minus 12)

Underway as before proceeding singly enroute to Pearl Harbor, T.H.

At 1330 crossed date line, retarded ships time 24 hours to conform with zone.

At 1605 identified seven planes as friendly hellcats.

0800 position: 15°46'N--178°38'E
1200 position: 16°03'N--179°45'E
2000 position: 16°27'N--178°36'W

15 March 1945 (Zone plus 12)

Underway as before proceeding singly enroute to Pearl Harbor, T.H.

0800 position: 16°53'N--176°20'W
1200 position: 17°08'N--175°32'W
2000 position: 17°30'N--173°58'W

16 March 1945

Underway as before proceeding singly enroute to Pearl Harbor, T.H.

At 0531 exchanged recognition signals with tanker bearing 180° true, distance 6 miles.

At 0730 set clocks ahead one hour to conform with zone.

0800 position: 17°48'N--171°46'W
1200 position: 18°01'N--170°51'W
2000 position: 18°20'N--168°59'W

17 March 1945 (Zone- plus 11)

Underway as before proceeding singly enroute to Pearl Harbor, T.H.

At 1809 sounded general quarters and putting into operation zig-zag plan # 27 from USN Diagrams of 1940. Secured at 1909.

0800 position: 18°44'N-- 166°44'W
1200 position: 18°52'N-- 165°48'W
2000 position: 19°10'N-- 163°53'W

18 March 1945

Underway as before proceeding singly enroute to Pearl Harbor, T.H.

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18 March 1945 (cont.)

At 0455 sounded General Quarters and put into operation zig-zag diagram #27 from US Navy Diagrams of 1940; secured at 0555. Sounded general quarters at 1805 and operated same zig-zag plan; secured at 1905. ^{EMC}

0800 position: 19°32'N--161°02'W

1200 position: 19°39'N--160°01'W

2000 position: 19°53'N--158°15'W

19 March 1945

Underway as before proceeding singly enroute to Pearl Harbor, T.H.

0452 sounded general quarters for dawn security.

At 0800 put ship's clocks ahead one and one half hours to conform with local time of Pearl Harbor, T.H.

Proceeded slow ahead one and one half miles south of channel buoys at entrance of channel to Pearl Harbor, awaiting orders.

At 1436 moored to bouys in berth Xray 14 at Middleloch, Pearl Harbor.

0800 position: 21°21'N--158°00'W

20 March 1945 (Zone 91/2)

Moored as before in berth Xray 14, Pearl Harbor.

21 March 1945

At 0920 underway to change berthing.

At 1025 docked alongside Baker 23, Repair Dock, Pearl Harbor, T.H.

22 March 1945 to 31 March 1945 ^{EMC}

Moored as before at ~~XXXXXX~~ Repair Dock, Baker 23, Pearl Harbor, T.H.

J.T. EDWARDS
COMMANDING

By direction
Submitted by Navigator
Edward H. Kane, Lt., USNR

Edward H. Kane, Lt.

WAR DIARY-CONFIDENTIAL

| | |
|-----------|------------|
| Reg. No. | <i>201</i> |
| U. S. No. | |

USS Newcastle Victory (AK 233)

1 April 1945 (Zone-plus 9½) to 5 April 1945

Moored starboard side to berth Baker 23, Navy Yard, Pearl Harbor, T.H. undergoing conversion in number #5 hold.

At 0940 underway and proceeding to drydock #4, Navy Yard, Pearl Harbor, T.H. to receive bottom paint and sand blasting work.

6 April 1945 to 15 April 1945 (Zone-plus 9½)

In drydock #4, Navy Yard, Pearl Harbor, T.H.

At 1150 underway by tow and proceeding to berth Baker 23, Navy Yard, Pearl Harbor, T.H. for conversion to number #5 hold.

16 April 1945

At 1515 underway to change berths, proceeding to berth Xray 3, Pearl Harbor, T.H.

At 1700 BP 46 came alongside port side to load ship's ammunition that had been held in temporary storage.

Secured loading at 1900

At 1930 Bp 1 and 54 started to load ammunition from NAD, Westloch, Oahu in number #1 hold.

17 April 1945

Moored as before. Secured from loading ammunition at 0105.

At 1805 underway from Pearl Harbor, T.H. enroute to San Francisco, California. operating singly without surface escort. in obedience to orders of Commanding Officer.

At 1905 took departure from buoy #1, seaward end of swept channel. Set course at 155° true, speed Standard of 15 knots. 2000 position: 21°10'N/157°40'W.

18 April 1945

Underway enroute to San Francisco, California on course 049° true, speed 16 kts.

At 0014 sighted flare on water 5 miles off starboard bow.

At 0045 stopped engines due to boiler trouble.

At 0055 started engines.

21 April 1945

Underway enroute to San Francisco, California. Standard speed.

At 0800 advanced ship's clocks to conform with plus 9 zone.

At 1455 exchanged calls with AP 105, President Monroe, on parallel course.

22 April 1945 (Zone--plus 9)

126800

22 April 1945 (Zone--plus 9)

At 0730 advanced ship's clocks one hour to conform with plus eight zone.

At 2115 sea became rough, high head sea, heavy spray on deck.

23 April 1945 (Zone-plus eight)

At 1045 had land fall, sighted Falleron Rocks.

At 1124 entered swept channel, passing buoy Able on port beam. At 1230 advance ship's clock one hour for zone plus 7.

At 1502 dropped anchor in anchorage 81, berth 9, San Francisco Bay, California.

24 April 1945 (Zone--plus 7)

Shifted berths to Municipal Pier, berth 29, San Francisco, California.

At 1500 commenced fueling and 1930 commenced to unload cargo from number #1 hold.

25 April 1945

At 1525 secured unloading cargo and 1940 secured from fueling.

29 April 1945

At 0900 underway to shift berths, enroute to Port Chicago, California.

At 1310 tied portside to berth #5, Port Chicago, California.

At 2100 commenced taking on ammunition in holds 1,2,3,4 & 5.

30 April 1945

Moored as before, continue to take on ammunition.

Position underway for month of April 1945:

18 April 1945: 0800-23°05'N/155°22'W.
1200-23°45'N/154°23'W
2000-24°57'N/152°32'W.

19 April 1945: 0800-26°41'N/149°25'W
1200-27°26'N/148°19'W
2000-28°40'N/146°11'W

20 April 1945: 0800-30°23'N/142°53'W
1200-31°04'N/141°53'W
2000-32°14'N/139°27'W

WAR DIARY -CONFIDENTIAL

April con't.

21 April 1945: 0800-33°45'N/136°08'W
1200-34°15'N/134°50'W
2000-35°07'N/132°07'W

22 April 1945: 0800-36°11'N/129°07'W
1200-36°33'N/128°18'W
2000-36°56'N/126°29'W

23 April 1945: 0800-37°51'N/124°01'W
1200-37°50'N/123°10'W

J.T. Edwards
Commanding

By Direction
Submitted by Navigator
Edward H. Kane, Lt. USNR.

Edward H. Kane

None

WAR DIARY-CONFIDENTIAL

USS Newcastle Victory (AK 233)
1 May 1945 to 8 May 1946
Zone Time: 7 $\frac{1}{2}$ plus

Moored portside to Berth #5, Port Chicago, California. Navy stevedores loading ammunition in lower holds of all hatches. At 1215, on 2 May, 1945, sixty men reported aboard for duty, pursuant to ComWesSeaFron NTX 302206 of April 1945, from U.S. Naval Training and Distribution Center, Shoemaker, California.

^(CHK)
9 May 1945

At 1235 underway from Port Chicago, enroute to Pearl Harbor, T.H., operating singly without surface escort, with obedience to orders of Twelfth Naval District via Port Director's office. At 1735 took departure from buoy "A" on course 238° T; standard speed 85 RPM(15 kts.)

10 May 1945

Steaming singly enroute to Pearl Harbor, T.H. Heavy fog closed in and reduced speed to safety measures. Fog whistle broke and used auxiliary fog horn.

At 1400 retarded ship's clocks one hour to conform to plus 8 zone.

13 May 1945. (Zone time: plus 8)

Steaming singly enroute to Pearl Harbor, T.H. Retarded ship's clocks one hour to conform with plus 9 zone.

^(CHK)
15 May 1945 (Zone time: plus 9)

Landfall at 0716, ^(CHK)sighting Moloakai Island bearing 325 relative. At 0830 retarded ship's clocks one half hour to conform with plus 9 $\frac{1}{2}$ zone.

At 1015 commenced firing all guns at towed sleeve in obedience to orders from HawSeaFron. Ceased firing at 1125.

At 1715 moored portside to Berth Willaim #3, WestLoch, Pearl Harbor, T.H. Commenced unloading ammunition at 2100.

16 May 1945 to 17 May 1945 (Zone time: 9 $\frac{1}{2}$ plus)

Moored portside to berth Willaim #3, WestLoch, T.H. Continuing to unload.

WAR DIARY-CONFIDENTIAL

May con't.

18 May 1945

At 1256 underway from N.A.D., West Loch, T.H. enroute to Eniwetok Atoll, operating singly without escort, with obedience to orders from ComServonEight. At 1400 took departure from Point Able and set course 193.5° T, set standard speed at 60 RPM(10 kts.)

At 1653 set general quarters for practise firing and commenced firing. Secured at 1805 and set course 270° T., standard speed 95 RPM(16.5 kts.)

19 May 1945

Enroute to Eniwetok Atoll. At 0328 gunfire flashes reported astern and abaft of port beam, beyond horizon. 0335 no further flashes.

At 0830 retarded ship's clock to conform with plus 10 zone.

20 May 1945 (Zone: plus 10)

Enroute to Eniwetok Atoll. At 0830 ^{ENL} ~~xxxxx~~ retarded ship's clocks one hour to conform with plus 11 zone.

21 May 1945 (Zone: plus 11)

Enroute to Eniwetok Atoll. At 0436 torpedo detector alarm sounded to starboard indicating approach of torpedo. Hard right rudder given, flank speed ordered and general quarters sounded. Zig-zag diagram #27 from U.S. Navy Diagrams of 1940 was immediately put into effect.

Detector sounded for one minute and 16 seconds.

Secured from General quarters at 0600. At 0830 retarded ship's clocks one hour to conform with plus 12 zone.

At 2400 advanced ship's clocks twenty-four hours to conform with zone time minus 12, passing date line.

25 May 1945 (Zone: minus 12)

At 1136 had landfall, Parry Island bearing 350 relative. At 1348 passed through net and recieved port regulations. Anchored at 1405 in berth #86, anchorage B. Following bearings taken: Signal Tower 089° T.; Beacon C $102\frac{1}{2}^{\circ}$ T. Engine room on thirty minute stand-by.

26 May 1945

Underway at 1118 from Eniwetok Atobl enroute to Saipan, operating singly without escort with obedience to orders from Port Director's office. At 1214 took departure bearing from buoy #2 at entrance to channel when abeam to port. Set course 105° T., standard speed 85 RPM(15 kts.)

WAR DIARY--CONFIDENTIAL

May con't.

25 May 1945 (con't.)

At 1540 sighted object bearing 015 relative on course 284° T., distance 2000 yards, appearing suspiciously like a mine. Position 11°20'N-161°46'E. When abeam it resembled a small can with a prong extending about two feet. Reported to Gunnery Officer and Captain.

27 May 1945 (Zone: minus 12)

At 0830 retarded ship's clock one hour to conform with minus 11 zone.

29 May 1945 (Zone: minus 11)

At 0300 lights sights off starboard bow, distance 20 miles. Landfall made at 0512, Saipan sighted bearing 015 relative.

At 0839 anchored in Berth Mike 21 with following bearings: Signal Tower How 3 bearing 123.5° T., Tipopale Peak bearing 099.5° T. Retarded ship's clock one hour for minus 10.

30 May 1945 to 31 May 1945 (Zone: minus 10)

Anchored as before in Berth Mike 21, Saipan Harbor.

Positions underway for month of May 1945:

9 May 1945: 1200 position: 38°03'N--122°00'W
2000 position: 37°24'N--123°31'W

10 May 1945: 0800 position: 36°27'N--125°29'W
1200 position: 35°35'N--127°31'W
2000 position: 34°55'N--130°15'W

11 May 1945: 0800 position: 33°35'N--133°21'W
1200 position: 33°15'N--134°42'W
2000 position: 32°33'N--136°27'W

12 May 1945: 0800 position: 31°04'N--140°20'W
1200 position: 30°25'N--141°26'W
2000 position: 29°30'N--143°16'W

13 May 1945: 0800 position: 28°05'N--146°12'W
1200 position: 27°35'N--147°19'W
2000 position: 26°36'N--149°06'W

14 May 1945: 0800 position: 24°55'N--152°04'W
1200 position: 24°16'N--153°04'W
2000 position: 23°11'N--155°13'W

WAR DIARY--CONFIDENTIAL

May Con't.

15 May 1945: 0800 position: 22°10'N--156°13'W
 1200 position: 21°30'N--157°20'W
 2000 position: 21°18'N--157°52'W

18 May 1945: 2000 position: 21°00'N--159°00'W

19 May 1945: 0800 position: 20°15'N--163°30'^{ENK}W
 1200 position: 19°54'N--163°42'W
 2000 position: 19°24'N--166°00'W
^{ENK}

20 May 1945: 0800 position: 18°35'^{ENK}N--169°30'W
 1200 position: 18°28'N--170°37'W
 2000 position: 18°15'N--173°00'W

21 May 1945: 0800 position: 17°30'N--176°30'W
 1200 position: 17°18'N--177°26'W
 2000 position: 16°45'N--179°03'W

23 May 1945: 0800 position: 15°55'N--176°54'E
 1200 position: 15°28'N--175°45'E
 2000 position: 15°03'N--173°32'E

24 May 1945: 0800 position: 14°13'N--170°25'E
 1200 position: 13°49'N--169°15'E
 2000 position: 13°05'N--167°08'E

25 May 1945: 0800 position: 12°04'N--163°48'E
 1200 position: 11°24'N--162°18'E

26 May 1945: 2000 position: 11°39'N--160°42'E

27 May 1945: 0800 position: 12°15'N--157°48'E
 1200 position: 12°20'N--156°38'E
 2000 position: 12°48'N--154°21'E

28 May 1945: 0800 position: 13°30'N--152°32'E
 1200 position: 13°40'N--150°18'E
 2000 position: 14°14'N--148°07'E

29 May 1945 0800 position: 15°12'N--145°38'E
^{ENK}

J. T. Edwards
 Commanding

By Direction
 Submitted by Navigator
 Edward H. Kane, USNR, Lt.

Edward H. Kane

OCT 15 1945 AM
00R



File
AK-233/A3-1/jhb

U. S. S. NEWCASTLE VICTORY (AK-233)

Serial:
20 .215

SO10 15 2

1 October 1945

RECEIVED
Navy Department
Secy's Office - Records Div

From: Commanding Officer, U.S.S. NEWCASTLE VICTORY.
To : Secretary of the Navy.

Subject: History of the U.S.S. NEWCASTLE VICTORY (AK-233).

Reference: (a) ALPAC 202.

1. In compliance with the provisions contained in reference (a), the factual history of the U.S.S. NEWCASTLE VICTORY (AK-233) is herewith submitted.

All copies sent to
EXOS Mail Room

H. W. FISHER

E. L. Aul

E. L. AUL,
Ensign, USNR,
Public Relations Officer,
By direction.

Copy to:
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HISTORY OF THE U.S.S. NEWCASTLE VICTORY (AK-233)

On November 23, 1944, the United States Ship NEWCASTLE VICTORY (AK-233), was placed in commission at the Permanente Metals Corporation Yard No.1, Richmond, California. Originally one of the many Victory ships ordered by the United States Maritime Commission, she was one of the ten of her kind taken over by the U.S. Navy, for ammunition carrying purposes.

Her initial commanding officer was Lieutenant Commander J. T. EDWARDS, DM, USNR. Serving under him were eleven commissioned officers, one chief warrant officer, two warrant officers, and ninety (90) enlisted men.

Immediately following the commissioning ceremony, which occurred at 1130, she got underway and proceeded to a berth at NSD Oakland, California, where she commenced taking on board her assigned provisions and equipment. These operations were completed on November 26. The remainder of that day and the next two days were spent in deperming, in determining compass compensations, and in calibrating the radio direction finder.

On December 1, the ship got underway, en route from San Francisco Bay, California, to San Pedro, California, arriving there on December 2. The following eight days were spent in performing the various phases of the shakedown operation. On December 11, the ship left San Pedro Bay on the return trip to San Francisco. She arrived in San Francisco Bay on the 12th, and, on December 13th, steamed North to the Naval Magazine at Port Chicago, California. On December 22 she came down the Bay to Terminal 4, San Pablo, California, where loading was completed on December 27.

The NEWCASTLE left the Golden Gate Bridge astern on December 28, and headed for Pearl Harbor, Oahu, T.H. The Hawaiian Islands were sighted on January 3, after an uneventful crossing, and the ship proceeded to dock at Merry's Point, Pearl Harbor. Cargo was unloaded here during the next two days, and, on January 5, the ship moved to the ammunition dump pier in West Loch, Pearl Harbor, where unloading was continued.

Discharging and taking on cargo here continued until January 17, when the ship headed for Eniwetok Atoll, Marshall Is.

Eniwetok was reached on January 25, and two days later the ship got underway for Guam, Marianas Is., where she arrived on February 1. February 6 saw her in a small convoy bound for Ulithi Atoll, Western Caroline Is. From February 8 until February 17 she lay at anchor in Ulithi, where she took on a few tons of cargo. Then she returned to Guam in another small convoy and proceeded to unload. Navy Construction Battalion men handled the operation, taking the ammunition to NAD¹Guam, which was commissioned at that time.

Unloading was completed on March 5, and a few worn out B-32 tires and engines were brought aboard for a return cargo. Orders came to leave the harbor and circle the island until further notice, as the harbor was being cleared to make room for the first casualties from the Iwo Jima campaign.

On March 7 she was assigned to a convoy which left for Eniwetok that day. The convoy was dissolved upon reaching Eniwetok, and the NEWCASTLE proceeded independently for San Francisco, being routed past Oahu, T.H.

A change of orders called her into Pearl Harbor for a three-week availability, when she arrived near Oahu on March 19. The next four (4) weeks saw ordnance and radar equipment placed on board, quarters for eighty (80) men built around the square in upper No. 5 hold 'tween decks, laundry and evaporator improvements, bridge alterations, and a new coat of paint over the entire ship.

April 17 she left Pearl astern, and the Golden Gate Bridge passed overhead on April 23. Here we unloaded, added sixty (60) men to the crew to enable us to handle our own cargo, and reloaded at Port Chicago.

After sixteen days in the Bay (May 9) she put to sea again, reaching Pearl Harbor on May 15. Three days later the ship headed for Saipan, Marianas Is.,

spending the 24th of May in Eniwetok Atoll, and anchoring off Tanapag Harbor, Saipan, on May 29. On June 5 she left Saipan for Ulithi, where she lay overnight on June 6. On June 7 she steamed towards Leyte Is., Philippine Is., arriving in Leyte Gulf on June 10.

June was spent in furnishing ammunition to various ships in San Pedro Bay, Leyte, she returned to Ulithi in July to take up the duties of station issue ship for ammunition there, under COMSERON 10.

On September 20, Lieutenant Commander J. T. EDWARDS was relieved of command by Lieutenant Commander Hubert W. FISHER, USN.

To date (Oct. 1, 1945), the U.S.S. NEWCASTLE VICTORY has spent 10 months at sea and has furnished ammunition to approximately one hundred and fifty (150) ships. These ships included at least one of each of the following types of ships: CV, CVL, CVE, DD, DE, AF, AK, AKA, AKS, AN, APA, APD, IX, LCI, LST, LST, PC, PCS, PGM, SC, YF, and YO. She has also unloaded ammunition at Pearl Harbor, Guam, and Saipan.