

Contributed by Frank Gerhardt

U. S. S. BUCYRUS VICTORY (AK-234)

269
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WAR DIARY
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29 November 1944 (Zone #7):

1630 Commissioned this date. Lieutenant Commander Lester F. GOODMAN (S), U. S. Naval Reserve representing Commandant TWELFTH Naval District placed ship in commission and accepted the ship in the U. S. naval service. The ship was delivered to the Commanding Officer, Lieutenant Commander F. A. GEISSEPT, U. S. Navy, who read his orders, (ND-12-14 B/Ms AL-1, Serial 48873, dated 29 November 1944) directing him to assume command and accept the ship. Moored starboard side to dock at Richmond Yard No. 1, Richmond, California.

30 November 1944 (Zone #7):

0901 Underway from Richmond Yard No. 1, Richmond, California to Naval Supply Depot, Oakland, California. 1125 Moored portside to Berth "G", Pier 4, Naval Supply Depot, Oakland, California. 1410 Commenced provisioning ship.


F. A. GEISSEPT,
Lieut. Comar., USN.,
Commanding Officer.

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- 1 December 1944 (Zone #7):
Moored as before, portside to dock at Berth "G", Pier 4, Naval Supply Depot, Oakland, California. Completed provisioning ship. Received ship's ammunition from Ammunition Depot, Mare Island, California.
- 2 December 1944 (Zone #7):
Moored as before.
- 3 December 1944 (Zone #7):
Moored as before, 0640 commenced fueling ship.
- 4 December 1944 (Zone #7):
Moored as before, continued fueling ship, 0630 completed fueling ship. 0757 underway from Naval Supply Depot, Oakland, California to Pier 31, San Francisco, California. 0851 Moored portside to Pier 31. 1005 commenced deperming and degaussing.
- 5 December 1944 (Zone #7):
Underway from Pier 31, San Francisco, California, standing out into Harbor for RDF calibration. 1244 anchored in Naval Anchorage 12, Berth 6.
- 6 December 1944 (Zone #7):
0835 Underway from Naval Anchorage 12 for compass comparison and adjustment run in San Francisco, Bay, California. 1105 returned to Naval Anchorage 12. 1400 Working party from Treasure Island, California aboard to effect minor repairs and alterations.
- 7 December 1944 (Zone #7):
Anchored as before. Exercised at various drills.
- 8 December 1944 (Zone #7):
Anchored as before.
- 9 December 1944 (Zone #7):
Anchored as before.
- 10 December 1944 (Zone #7):
0808 underway from San Francisco, California in accordance with COTCPAC Operation Order No. 281-44 of 13 November 1944. 1102 took departure from San Francisco entrance channel with Farallon Light bearing 046°T, distance 5.8 miles. Set standard speed at 16 knots. 1702 conducted structural firing tests. Rounds expended 3"/50 - 4 (2 to starboard; 2 to port), 5"/38 - 4 (2 to starboard 2 to port), 20MM 20 rounds from each gun (Total 160).

U. S. S. BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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11 December 1944 (Zone #7):

Steaming as before. At 1331 passed through Los Angeles Harbor Breakwater and at 1450 anchored in berth "C-8" Los Angeles Harbor, California. 1450 Shakedown Inspection Party came aboard to make "On Arrival" inspection and left ship at 1545. 1700 Commenced receiving fresh water.

12 December 1944 (Zone #7):

0801 Underway standing out of Los Angeles Harbor in accordance with CTG 14.4 operation plan No. 26 of 9 December 1944. 1004 Commenced maneuvering at various courses and speeds to perform designated exercises. 1400 Returned to anchorage "C-8" in Los Angeles Harbor, California.

13 December 1944 (Zone #7):

0806 Underway, standing out of Los Angeles Harbor, California in accordance with CTF 14.4 operation order No. 26 of 9 December 1944. 1100 Commenced steering various courses and speeds to run measured mile. 1805 returned to anchorage "C-8" in Los Angeles Harbor, California.

14 December 1944 (Zone #7):

0718 Underway, standing out of Los Angeles Harbor, California. 0807 Set course to 255°T with Buoy "A" bearing 350°T, set standard speed at 16 knots (90 RPM). 0913 Took station 500 yards astern of U.S.S. GOSPER, the formation guide for CTU 14.4.4, standard speed 10 knots (52 RPM) course 260°T. 0930 commenced maneuvering on various courses and speeds in accordance with CTU 14.4.4 visual orders. 1055 All hands at General Quarters. 1150 changed course to 180°T on range commenced target practice (3"/50 and 5"/38). 1228 ceased firing. 1343 resumed firing (20MM AA practice on towed sleeve). 1408 stopped 20MM AA firing practice. 1430 commenced firing (AA practice for 3"/50 and 5"/38). 1437 stopped firing. 1443 Resumed firing (AA practice for all guns). 1503 ceased firing. Continued steaming in formation with CTU 14.4.4 on various courses and speeds. Rounds expended: 5"/38 30 rounds; 3"/50 30 rounds; 20MM 960 rounds.

15 December 1944 (Zone #7):

Continued shakedown operations. Steaming in formation with T.U. 14.4.4, U.S.S. GOSPER unit guide. Held firing practice in morning and afternoon. Rounds of ammunition expended: 5"/38 20 rounds; 3"/50 20 rounds; 20 MM 1,920 rounds.

16 December 1944 (Zone #7):

Continued shakedown operations, steaming in formation with T.U. 14.4.4; U.S.S. GOSPER unit guide with CTU on board. Separated from T.U. 14.4.4 in morning and held man overboard drill with deck officers conning ship. In afternoon, all hands at General Quarters, inspection made of life jackets and helmets. Rejoined T.U. 14.4.4 and received orders from CTU 14.4.4 to

U. S. S. BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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proceed independently to anchorage. Anchored in berth "C-8", Los Angeles Harbor, California at 1850.

17 December 1944 (Zone #7):

Anchored in berth "C-8" Los Angeles Harbor, California. Received aboard fuel and provisions.

18 December 1944 (Zone #7):

Anchored in berth "C-8", Los Angeles Harbor, California. Captain FEINEMAN and Inspection Party from the San Pedro Shakedown Group came aboard in morning for final inspection and termination of shakedown operations.

19 December 1944 (Zone #7):

0930 Underway from Los Angeles Harbor, California. Swung ship for compass comparison and at 1306 with Pt. Fermin light bearing 025°T distance 2.9 miles took departure for Port Hueneme, California. Set course 293°T and PGC, speed 16 knots. 1706 Took pilot aboard and at 1745 moored portside to Pier No. 1, Port Hueneme, California. Made preparations to receive general cargo.

20 - 27 December 1944 (Zone #7):

Loading General cargo in all holds.

28 December 1944 (Zone #7):

Completed taking on cargo, made preparations for getting underway. 1402 with Pilot aboard, ship underway out of Port Hueneme, California and at 1422 with Port Hueneme light abeam to port, distance 100 yards, took departure from Port Hueneme and proceeded in accordance with Commander Western Sea Frontier Order No. 1454-44 of 18 December 1944. Set course 204°T and speed 12 knots, 1520 changed course to 212°T, 1600 changed course to 255°T and at 1700 changed speed to 17 knots. Retarded ship's clocks to conform with zone #8 time at 1800.

Position	0800	1200	2000
Lat.			33-32.5N
Long.			120-52W

29 December 1944 (Zone #8):

Steaming independently enroute from Port Hueneme, California to Pearl Harbor, T.H., on base course 255°T, speed 17 knots.

Position	0800	1200	2000
Lat.	32-44N	32-31N	31-59N
Long.	124-30W	125-47W	128-11W

U. S. S. BUCYRUS VICTORY (AK-234)

WAR DIARY (Cont.)

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30 December 1944 (Zone 49):

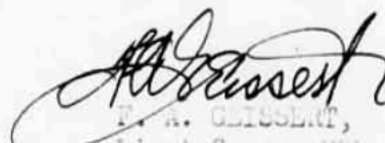
Steaming independently enroute from Port Hueneme, California to Pearl Harbor, T.H., on base course 255°T, speed 17 knots. Retarded ship's clocks to conform with zone 49 time. Commenced zigzagging at 1800 in accordance with WarShips plan No. 11.

Position	0800	1200	2000
Lat.	31-10N	30-57.5N	30-03N
Long.	131-57W	133-53W	135-37W

31 December 1944 (Zone 49):

Steaming independently enroute from Port Hueneme, California to Pearl Harbor, T.H., on base course 255°T, speed 17 knots, zigzagging according to plan No. 11 of "Zigzag Diagrams for 1940". At 1100 changed course to 248°T and at 1300 changed course to 245°T. Retarded ship's clocks to conform with zone 49 time.

Position	0800	1200	2000
Lat.	29-01.5N	28-37N	28-01N
Long.	139-06W	140-23W	142-19W


 T. A. GLISSART,
 Lieut. Comdr., USN.,
 Commanding Officer.

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1 January 1945 (Zone 49):

0000 Steaming singly from Port Hueneme, California to Pearl Harbor, T.H., on course 245^{OT}, standard speed 17 knots (95 RPM), using plan No. 11 of "Zigzag Diagrams for 1940".

Position	0800	1200	2000
Lat.	26-44N	26-29N	25-38N
Long.	145-37W	146-22W	148-32W

2 January 1945 (Zone 49):

0000 Steaming singly from Port Hueneme, California to Pearl Harbor, T.H., on course 245^{OT}, standard speed 17 knots (95 RPM), using plan No. 11 of "Zigzag Diagrams of 1940".

Position	0800	1200	2000
Lat.	20-14.30N	23-57N	23-10N
Long.	151-26W	152-11W	154-00W

3 January 1945 (Zone 49½):

0000 Steaming singly from Port Hueneme, California to Pearl Harbor, T.H., on course 239^{OT}, standard speed 17 knots, (95 RPM), using plan No. 8 of "Zigzag Diagrams for 1940". 0740 sighted Island of Oahu bearing 245^{OT} distance 12 miles and at 1209 entered entrance channel. 1437 moored portside to Pier "W-9", West Loch, Pearl Harbor, T.H. 1900 Commenced discharging cargo.

4,5,6,7 January 1945 (Zone 49½):

Moored as before portside to Pier "W-9", West Loch, Pearl Harbor, T.H. continued discharging general cargo.

8 January 1945 (Zone 49½):

Moored as before portside to Pier "W-9", West Loch, Pearl Harbor, T.H., continued discharging general cargo. 1600 Made preparations to get underway. 1807 Underway on various courses and speeds to shift berths from "W-9" to "K-1" arriving at "K-1" at 1928. 2220 Commenced loading 25 rounds of 14"/45 ammunition.

9 January 1945 (Zone 49½):

Moored starboard side to Pier "K-1", Magazine Island, Pear Harbor, T.H., 0105 completed taking on ammunition (25 rounds 14"/45 projectiles and charges). 0856 Got underway with observers and working party aboard in obedience to ComServRon EIGHT Order No. 445 of 8 January 1945, proceeding on various courses conforming with the channel. 1001 Left buoy "A-1" abeam to starboard. Set course of 153^{OT}, speed 15 knots. 1050 Commenced steering various courses and speeds to maneuver into formation with Task Unit 16.16.1 U.S.S. TEXAS (BB35), U.S.S. BENNETT (DD473), U.S.S. GREGORY (DD802), U.S.S. TEXAS, unit guide.

U. S. S. BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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1105 Commenced scheduled secret exercises covered by separate report, (CC, U.S.S. BUCYRUS VICTORY Secret Ltr. AK-234/S78 Serial 001 of 12 January 1945). 1315 Completed secret exercises, went into column astern of U.S.S. TEXAS, distance 1000 yards. 1529 Proceeded independently per visual order of Unit Commander to Pearl Harbor, and entered channel at 1630. 1715 Moored Portside to Pier "W-9" West Loch, Pearl Harbor, T.H. 2335 Ammunition Lighter alongside.

10 January 1945 (Zone $\neq 9\frac{1}{2}$):

Moored as before portside to dock "W-9", West Loch, Pearl Harbor, T.H. 0000 Commenced discharging general cargo. 0900 commenced discharging ammunition (25 - 14"/45 projectiles and charges) into Ammunition Lighter and finished at 1045.

11 January 1945 (Zone $\neq 9\frac{1}{2}$):

Moored as before portside to dock "W-9", West Loch, Pearl Harbor, T.H. Continued discharging general cargo. 1635 Completed discharging general cargo.

12 January 1945 (Zone $\neq 9\frac{1}{2}$):

Moored as before portside to dock "W-9", West Loch, Pearl Harbor, T.H.

13 January 1945 (Zone $\neq 9\frac{1}{2}$):

Moored as before portside to dock "W-9", West Loch, Pearl Harbor, T.H. 0800 Underway to anchorage X-15 arriving at 0926.

14 January 1945 (Zone $\neq 9\frac{1}{2}$):

Anchored as before in berth "X-15", Pearl Harbor, T.H. 0730 Underway on various courses and speeds leaving harbor. 0808 passed through entrance nets, set course of $153^{\circ}T$, standard speed 14 knots. 0818 with entrance buoys No. 1 and No. 2 abeam to port and starboard took departure from Pearl Harbor, T.H., enroute for San Francisco, California on orders from Commander Service Squadron EIGHT.

Position	0800	1200	2000
Lat.		21-30N	22-40N
Long.		157-18W	155-54W

15 January 1945 (Zone $\neq 9\frac{1}{2}$):

Steaming singly enroute from Pearl Harbor, T.H., to San Francisco, California, on base course $048^{\circ}T$, standard speed 15 knots (79 RPM). Changed course at 0030 to $055^{\circ}T$. Changed speed at 1302 to 16 knots.

Position	0800	1200	2000
Lat.	24-13N	24-49N	25-52N
Long.	153-48W	153-00W	151-17W

U. S. S. BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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16 January 1945 (Zone #9):

Steaming singly enroute from Pearl Harbor, T.H., to San Francisco, California, on course 056°T, standard speed 16 knots (85 RPM). Changed course at 1500 to 062°T.

Position	0800	1200	2000
Lat.	27-34.5N	28-07N	29-03N
Long.	148-41W	147-39W	145-41W

17 January 1945 (Zone #9):

Steaming singly enroute from Pearl Harbor, T.H., to San Francisco, California, on course 062°T, standard speed 16 knots (85 RPM). Changed course at 1100 to 059°T and again at 2200 to 063°T.

Position	0800	1200	2000
Lat.	30-33N	30-56N	31-59N
Long.	142-37W	141-41W	139-40W

18 January 1945 (Zone #9):

Steaming singly enroute from Pearl Harbor, T.H., to San Francisco, California, on course 063°T, standard speed 16 knots (85 RPM). Changed course at 2200 to 067°T.

Position	0800	1200	2000
Lat.	33-23N	33-39N	34-38N
Long.	136-32W	135-38W	135-22W.

19 January 1945 (Zone #8):

Steaming singly enroute from Pearl Harbor, T.H., to San Francisco, California, on course 067°T, standard speed 16 knots (85 RPM).

Position	0800	1200	2000
Lat.	35-45N	36-08N	36-54N
Long.	130-15W	129-08W	126-53W

20 January 1945 (Zone #8):

Steaming singly enroute from Pearl Harbor, T.H., to San Francisco, California, on course 067°T, standard speed 16 knots (85 RPM). Sighted Mt. Tamalpais at 0728 bearing 070°T. At 0910 sighted plane crash 20° on starboard bow distance 1500 yards. Changed course for scene of accident and made preparations to lower No. 1 lifeboat. Lowered No. 1 lifeboat at 0924 which picked up three (3) survivors at 0930, and at 0935 the boat was hoisted aboard. Only one of the survivors was injured although all three were suffering from exposure. Firstaid attention was rendered to the survivors by the ship's Chief Pharmacist's Mate. On visual signal to the U.S.S. PUEBLO (PF113) a doctor was summoned and our No. 1 lifeboat was again lowered to bring Doctor FACONCETTI, Lieutenant

U. S. S. BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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E.A.M.C., USNR aboard by 1005. At 1005 the ship resumed speed of 16 knots and set course of 048⁰T. At 1147 took Pilot aboard and commenced steering various courses and speeds to conform to channel. Ship passed under Golden Gate Bridge at 1245 and anchored in Berth 9, Naval Anchorage #12, San Francisco, Harbor, California at 1331. At 1340 a hospital boat was alongside to take off the three plane survivors, Lieutenant BOWMAN, USNR., WATERS, H.W. ACRM, NAPPES, H. A. Aerolec, together with Dr. FACONCETTI.

Position	0800
Lat.	37-23N
Long.	123-42W

21,22,23, 24 January 1945 (Zone #7):

Anchored in Berth 9, Naval Anchorage #12, San Francisco, Harbor, California. YR-44 alongside to effect repairs to main engine (turbine).

25 January 1945 (Zone #7):


0900 Underway; with Pilot aboard, to make test run on engine. Returned to anchorage #12 Berth 5 at 1124.

26,27,28,29, 30 January 1945 (Zone #7):

Anchored as before in Berth 5, Naval Anchorage #12 San Francisco Harbor, California. Continued with minor repairs and took on fuel, water and provisions.

31 January 1945 (Zone #7):

Underway at 0935 from Naval Anchorage #12 enroute for Port Chicago, California with Pilot on board, proceeding on various courses and speeds. Moored at Pier 1 Berth #2, Port Chicago, California, at 1325 and made preparations for receiving cargo.


F. A. GEISSERT,
Lieut. Comdr., USN.,
Commanding Officer.

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269

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WAR DIARY

1 February 1945 (Zone #7):

Moored portside to Pier #1, Berth #2, Port Chicago, California. 0900 commenced loading cargo of ammunition, CB's from U. S. Naval Magazine, Port Chicago working in holds.

2,3,4,5,6,7,8 February 1945 (Zone #7):

Moored portside to Pier #1, Berth #2, Port Chicago, California. Continued loading cargo of ammunition all holds being worked by CB gangs from U. S. Naval Magazine, Port Chicago, California.

9 February 1945 (Zone #7):

Moored portside to Pier #1, Berth #2, Port Chicago, California. Commenced discharging cargo on orders received by U. S. Naval Magazine, changing cargo list. We are now loading in some holds and unloading from others.

10,11,12,13,14 February 1945 (Zone #7):

Moored portside to Pier #1, Berth #2, Port Chicago, California. Continued discharging from some holds and loading other holds.

15 February 1945 (Zone #7):

Moored portside to Pier #1 Berth #2, Port Chicago, California. Now loading ammunition in all holds.

16, 17 February 1945 (Zone #7):

Moored portside to Pier #1 Berth #2, Port Chicago, California. Continued loading ammunition in all holds.

18 February 1945 (Zone #7):

Moored portside to Pier #1 Berth #2, Port Chicago, California. 0700 completed loading ammunition. Made preparations for getting underway. At 1435 with pilot (Lieutenant Commander F. E. TRASKY, USCG) aboard got underway in obedience to Commander Western Sea Frontier, A4-3 WSF 35 movement order #01234 of February 1945. Let go port anchor at 1459, grounded amidship at 1502 with tide ebbing, low water at 1542. At 1602 ship afloat and backing clear, and at 1605 commenced steering various courses and speeds conforming to Carquinez Strait. At 2006 pilot left ship to board Pilot Boat and at 2112 we passed whistle buoy A 200 yards to port. At 2140 with Farallon light bearing 045°T, distance 5 miles we changed course to 242°T and set standard speed of 17 knots (93 RPM). At 2310 the inboard boom starboard side of #3 hold unshipped from cradle and ship was headed into wind and speed reduced to 9.9 knots to facilitate repairs before resuming base course.

19 February 1945 (Zone #8):

Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945 on course 250°T, standard speed 17 knots (93 RPM). Changed course 0006 to 270°T and at

U. S. S. BUCYRUS VICTORY (AK-234)

CONFIDENTIAL

WAR DIARY (Con't)

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

1115 changed course 250°T. 1200 changed speed to 15 knots (79 RPM) and at 1825 changed speed to 16 knots (85 RPM).

20 February 1945 (Zone 49):

Steaming independently from Port Chicago, California, on Commander Western Sea Frontier order #01234 of February 1945 on course 250°T, standard speed 17 knots (93 RPM). Changed course at 1350 to 240°T.

Position	0800	1200	2000
Lat.	35-04N	34-43N	33-34N
Long.	130-39.5W	131-52W	134-18W

21 February 1945 (Zone 49½):

Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945 on course 250°T, standard speed 17 knots (93 RPM). At 0800 changed course to 243°T and at 1630 changed course to 239°T.

Position	0800	1200	2000
Lat.	32-00N	31-30N	30-29N
Long.	137-37W	138-34W	141-12W

22 February 1945 (Zone 410):

Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945 on course 239°T, standard speed 17 knots (93 RPM).

Position	0800	1200	2000
Lat.	28-45N	28-14N	27-07N
Long.	144-19W	145-13W	147-41W

23 February 1945 (Zone 410½):

Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945 on course 239°T, standard speed 17 knots (93 RPM); changed course at 1300 to 237°T.

Position	0800	1200	2000
Lat.	25-11N	24-55N	23-40N
Long.	151-01W	151-52W	153-38W

24 February 1945 (Zone 410½):

Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945. Course 237°T, standard speed 17 knots (93 RPM). 0840 sighted island of Molokai, T.H., bearing 170°T distance 34 miles and at 1037 sighted Oahu, T.H., bearing 239°T, distance approximately 19 miles. Changed course to 190°T and at 1735 changed

U. S. S. BUCYRUS VICTORY (AK-234)

CONFIDENTIAL

WAR DIARY (Con't)

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course to 272°T leaving Oahu, T.H., on our starboard quarter.

Position	0800	1200	2000
Lat.	21-52N	21-12N	20-32N
Long.	156-33W	157-44W	160-11W

25 February 1945 (Zone 10 $\frac{1}{2}$):

Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945, course 263°T standard speed 17 knots (93 RPM).

Position	0800	1200	2000
Lat.	19-52N	19-44N	19-31N
Long.	161-40W	162-51W	165-18W

26 February 1945 (Zone 11):

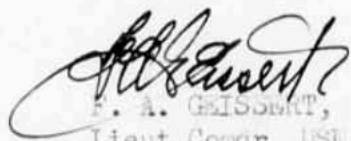
Steaming independently from Port Chicago, California on Commander Western Sea Frontier order #01234 of February 1945 on course 262°T, standard speed 17 knots (93 RPM). Changed course at 1250 to 258°T.

Position	0800	1200	2000
Lat.	19-01N	18-54N	18-26N
Long.	168-31W	169-45W	172-07W

27 February 1945 (Zone 11 $\frac{1}{2}$):

Steaming independently from Port Chicago, California, on Commander Western Sea Frontier order #01234 of February 1945 on course 258°T, standard speed 17 knots (93 RPM). Changed course at 0900 to 257°T and at 1200 changed speed to 15 knots (79 RPM). Crossed International Date Line eliminating 28 February 1945. Changed course at 2030 to 254°T.

Position	0800	1200	2000
Lat.	17-47N	17-36N	17-25N
Long.	175-25W	176-23W	177-21W


 F. A. GRISSERT,
 Lieut. Comdr., USN.,
 Commanding Officer.

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WAR DIARY

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1 March 1945 (Zone $\neq 12$):

Steaming independently from Port Chicago, California on C.W.S.F. Order #01234 of February 1945 on course 254⁰T, standard speed 15 knots. Changed to zone -12 and advanced one day due to crossing 180⁰ meridian in the early part of the day.

Position	0800	1200	2000
Lat.	16-24N	16-15N	15-42N
Long.	178-40E	177-52E	175-47E

2 March 1945 (Zone -11 $\frac{1}{2}$):

Steaming as before, changed course at 2115 to 251⁰T.

Position	0800	1200	2000
Lat.	14-57N	14-46N	14-07N
Long.	173-12E	172-28E	170-19E

3 March 1945 (Zone -11):

Steaming as before changed course at 2000 to 247⁰T.

Position	0800	1200	2000
Lat.	13-15N	13-01.5N	12-22N
Long.	167-30.5E	166-40.5E	164-38E

4 March 1945 (Zone -10 $\frac{1}{2}$):

Steaming as before. At midnight standard speed was reduced to 10 knots and at day break accelerated to 17 knots. 0722 sighted land bearing 275⁰T, distance 12 miles. 0900 entered channel and at 1040 anchored in berth Q5, Eniwetok Atoll, Marshall Islands.

5 March 1945 (Zone -12):

At 1345 underway in accordance with movement order #24-3 1JHB of 5 March 1945, with TU 18.2.3, CTU in U.S.S. ALLENDALE, destination ULITHI Atoll. At 1514 set fleet course 225⁰T, this ship's station being 12, 1000 yards astern of U.S.S. MENARD, standard speed was set at 14 knots. At 1555 changed fleet course to 270⁰T, 1640 to 280⁰T, and at 2345 to 325⁰T.

Position	2000
Lat.	11-15N
Long.	160-10E

USS BUCYRUS VICTORY (AK-234)

CONFIDENTIAL

WAR DIARY (Con't)

CONFIDENTIAL

6 March 1945 (Zone -11½):

Steaming as before with T.U. 18.2.3.

Position	0800	1200	2000
Lat.	11-49N	11-56N	12-15N
Long.	158-20E	157-24E	155-19E

7 March 1945 (Zone -11):

Steaming as before with T.U. 18.2.3. At 1801 changed fleet course to 247°T.

Position	0800	1200	2000
Lat.	12-49N	12-56N	12-58N
Long.	152-34E	151-37E	149-22E

8 March 1945 (Zone -10½):

Steaming as before with T.U. 18.2.3. At 1810 changed fleet course to 257°T.

Position	0800	1200	2000
Lat.	11-59N	11-37N	10-56N
Long.	146-59E	146-05E	144-04E

9 March 1945 (Zone -10):

Steaming as before with T.U. 18.2.3. At 1300 sighted land bearing 238°T, distance 12 miles, a short time later with orders from CTU this convoy formed a single column for entering Ulithi Atoll. 1455 this ship was detached from T.U. 18.2.3 by orders of CTU., proceeding independently entered channel at 1522 and at 1615 came to anchor in berth 217, Ulithi Atoll, West Caroline Islands.

Position	0800	1200
Lat.	12-01N	10-09N
Long.	141-14E	140-18E

This ship's activities during stay in Ulithi Atoll were directed by ComServRon TEN.

10 March 1945 (Zone -10):

At 1109 got underway to go alongside U.S.S. NORTH CAROLINA and at 1350 moored starboard side to. Commenced discharging cargo ammunition which was completed at 1930. Got underway and returned to anchorage.

USS BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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11 March 1945 (Zone -10):

0822 Underway to go alongside U.S.S. INDIANA and moored starboard side to at 0913 to discharge cargo ammunition, this being completed at 1155. 1252 cast off and underway to go alongside U.S.S. MASSACHUSETTS, moored starboard side to at 1350 to discharge cargo ammunition which was completed at 1600. At 1654 underway to go alongside U.S.S. SOUTH DAKOTA and at 1750 moored starboard side to and commenced discharging cargo ammunition completing operation at 2005. At 2014 an explosion occurred on the U.S.S. RANDOLPH anchored in the berth adjacent to the U.S.S. SOUTH DAKOTA. The explosion was a result of a sneak Jap air raid which had penetrated into the harbor undetected. Immediately all hands went to General Quarters and at 2024 all lines were cast off from U.S.S. SOUTH DAKOTA and ship proceeded to explosive anchorage. It was later established that the air raid consisted of three planes one of which landed harmlessly in the water, another hit a mess hall on Falalop Island, and the third made its suicide dive on the U.S.S. RANDOLPH, causing extensive fires which were brought under control in about two hours.

12 March 1945 (Zone -10):

Stayed at anchorage and discharged cargo ammunition to LCT's 388 and 368. During the early part of the evening there was a Red Alert.

13 March 1945 (Zone -10):

At 1615 U.S.S. LAS VEGAS VICTORY moored along starboard side. 1800 underway to go alongside of U.S.S. FOMALHAUT but due to adverse weather conditions and the rapid approach of darkness ship anchored in berth adjacent to U.S.S. FOMALHAUT. Received flash blue at 2107 and all clear at 2110.

14 March 1945 (Zone -10):

At 0740 U.S.S. FOMALHAUT moored along starboard side. 0855 commenced discharging cargo ammunition to FOMALHAUT, this operation being completed at 1530. 1600 U.S.S. FOMALHAUT underway from alongside, at 1639 this ship underway to go alongside U.S.S. LAS VEGAS VICTORY and moored port side to at 1800, LCT 970 alongside to receive cargo ammunition.

15 March 1945 (Zone -10):

During the morning watch completed discharging to LCT 970 and commenced discharging cargo ammunition to the LAS VEGAS. Also discharged cargo ammunition to LCT's 680 and 786.

USS BUCYRUS VICTORY (AK-234)

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WAR DIARY (Con't)

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16 March 1945 (Zone -10):

Continued discharging cargo ammunition to LAS VEGAS VICTORY; also to LCT's 680, 786, and 173.

17 March 1945 (Zone -10):

Continued discharging cargo ammunition to LAS VEGAS VICTORY; also discharged to LCT 173.

18 March 1945 (Zone -10):

At 0115 completed discharging to the LAS VEGAS VICTORY and at 0645 underway to go alongside U.S.S. SALT LAKE CITY; moored port side to at 0955. At 1230 commenced discharging cargo ammunition to SALT LAKE CITY and completed operation at 1920 at which time got underway to go alongside U.S.S. PENSACOLA and moored port side to at 1935. 2100 commenced discharging cargo ammunition. Received flash Red at 1054 and all clear at 1115.

19 March 1945 (Zone -10):

Early on morning watch completed discharging to the PENSACOLA and at 0804 underway to go to anchorage. Discharged cargo ammunition to LCT's 85 and 680.

20 March 1945 (Zone -10):

0855 Underway and at 1010 moored port side to U.S.S. LAS VEGAS VICTORY and commenced discharging cargo ammunition.

21 March 1945 (Zone -10):

1730 Completed discharging to the LAS VEGAS, at 1740 underway and at 1803 anchored. Also discharged cargo ammunition to LCT 368.

22 March 1945 (Zone -10):

1515 Underway and at 1635 moored port side to U.S.S. NEW YORK. 1830 commenced discharging cargo ammunition. Also discharged to LCT's 368 and 170. Received flash Red at 1955, all clear at 2018.

23 March 1945 (Zone -10):

0430 completed discharging to the U.S.S. NEW YORK, and got underway, at 0520 came to anchor. 0840 S.S. WALTER WILLIAMS moored alongside to port and at 1101 commenced loading cargo ammunition from WALTER WILLIAMS. Also during the day discharged cargo ammunition to LCI's 763 and 1070.

25 March 1945 (Zone -10):

0530 completed loading cargo ammunition from MAYFIELD VICTORY and at 0806 the MAYFIELD VICTORY got underway from

USS BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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alongside. At 1255 underway in accordance with movement order with T.U. 50.8.6. CTU in U.S.S. MERRIMAC. At 1508 set fleet course at 331°T, with standard speed 14.5 knots, this ship's station is #1, the convoy being of a circular disposition, with the guide U.S.S. MERRIMAC bearing 325°T, distance 2,000 yards. Zigzagging in accordance with plan 6, USF 10A.

26 March 1945 (Zone -9):

Steaming as before with TU 50.8.6.

Position	0800	1200	2000
Lat.	13-31N	14-18N	15-41N
Long.	137-48E	137-22E	136-34E

27 March 1945 (Zone -9):

Steaming as before with TU 50.8.6.

Position	0800	1200	2000
Lat.	17-30N	17-41N	18-59N
Long.	135-30E	135-17E	134-58E

28 March 1945 (Zone -9):

Steaming as before with TU 50.8.6.

Position	0800	1200	2000
Lat.	20-55N	21-04N	23-06N
Long.	134-20E	133-59E	133-06E

29 March 1945 (Zone -9):

Steaming as before with TU 50.8.6. At 0630 sighted T.G. 50.8 bearing 330°T, distance 8 miles. With orders from CTU this TU joined and became part of TG 50.8, the CTG is in the U.S.S. DETROIT. At 1745 took station #45, 1200 yards distance and interval. Course 030°T and speed 9 knots.

Position	0800	1200	2000
Lat.	24-20N	23-59N	23-27N
Long.	132-26E	132-31E	132-39E

30 March 1945 (Zone -9):

Steaming as before with T.G. 50.8.

Position	0800	1200	2000
Lat.	24-55N	25-27N	25-51N
Long.	133-36E	133-55E	134-02E

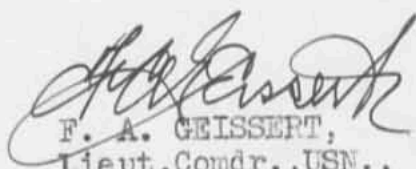
USS BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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31 March 1945 (Zone -9):
Steaming as before with T.G. 50.8.

Position	0800	1200	2000
Lat.	23-22N	23-52N	22-43N
Long.	131-52E	132-53E	133-39E


F. A. GEISSERT,
Lieut. Comdr., USN.,
Commanding Officer.

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1 April 1945 (Zone -9):

Steaming with T.G. 50.8 enroute from Ulithi Islands; CTG is in U.S.S. DETROIT (CL-8). Steaming in columnar formation, this ship 030°T, and 1200 yards from U.S.S. TAPPAHANNOCK, fleet guide being U.S.S. WINDHAM BAY. At 1630 upon receiving orders from CTG, left formation and at 1845 took station 1000 yards astern of U.S.S. NESHANIC, the CTU of TU 50.15.43. Set course 285°T and standard speed 10 knots.

POSITION	0800	1200	2000
Lat.	21-55N	22-23N	23-21N
Long.	132-15E	132-34E	131-05E

2 April 1945 (Zone -9):

Steaming as before with TU 50.18.43.

POSITION	0800	1200	2000
Lat.	24-43N	24-50N	24-59N
Long.	128-52E	128-45E	128-59E

3 April 1945 (Zone -9):

Steaming as before with TU 50.18.43. At 0430 received flash blue control green and at 0633 flash white, control green. Upon receiving orders from CTU at 0908 left formation to enter Kerama Retto, Okinawa Gunto and at 1106 anchored in berth K-19. 1203 flash red control green, 1255 flash white control green, 1728 flash red control green, 1813 flash white, control green, 1905 flash blue control yellow and at 2025 flash white, control green

This ship's activities during stay in Kerama Retto were directed by CTG 51.15 in U.S.S. MOUNT MCKINLEY.

4 April 1945 (Zone -9):

Anchored as before. 0755 underway and at 0840 moored alongside U.S.S. WEST VIRGINA and commenced discharging cargo ammunition, the operation being completed at 1625. At 1705 underway and at 1736 anchored in berth K-19. Also discharged cargo ammunition to LCT's 1371 and 900. At 0435 received flash blue, control yellow and at 0553 flash white, control green.

5 April 1945 (Zone -9):

Anchored as before. Discharged cargo ammunition to LCT's 900, 1276, 1407, 466, and 1406. At 1100 flash red, control green and at 1120 flash white control green.

USS BUCYRUS VICTORY (AK-234)

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6 April 1945 (Zone -9):

Anchored as before. Discharged cargo ammunition to LCT's 1276, 1407, 1406, and 900. The following flash conditions existed:

Flash:

Blue	Red	Blue	White
0302(y)	0344(y)		0635(g)
	0800(y)		0852(g)
1228(y)			1250(g)

7 April 1945 (Zone -9):

Anchored as before. Discharged cargo ammunition to LCT's 449, 1330, and 1276. Following flash conditions:

Flash:

Blue	Red	Blue	White
	0335(y)		0610(g)
	0741(g)	0808(g)	0830(g)
	2000(g)		2115(g)

8 April 1945 (Zone -9):

Anchored as before. Discharged cargo ammunition to LST 735 and LCT's 1405, 1276, 1373, and 1406. Following flash conditions:

Flash:

Blue	Red	Blue	White
	0323(g)	0355(g)	0410(g)
	0554(y)		0706(g)
	1404(g)		1411(g)

9 April 1945 (Zone -9):

Anchored as before. Discharged cargo ammunition to LST's 701 and 735, LCT 449. Flash Conditions:

Flash:

Blue	Red	Blue	White
	0500(y)	0545(g)	0602(g)
	1838(y)		2035(g)

10 April 1945 (Zone -9):

Anchored as before. In the forenoon discharged cargo ammunition to LST's 735 and 701. At 1437 underway to form up with TU 51.15.18 in accordance with order No. 091800 of 9 April 1945 of CTG 51.15. 1522 took station 060°T, 1200 yards from the guide U.S.S. KANKAKEE, CTU is in U.S.S. STOCKTON. Set fleet course 017°T and fleet speed at 14 knots. At 2240 changed fleet course to 119°T. Following flash conditions:

Flash:

Blue	Red	Blue	White
0715(g)			0755(g)
1504(g)			1513(g)

POSITION	0800	1200	2000
Lat.			25-20N
			128-00E

USS BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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11 April 1945 (Zone -9):

Steaming as before with T.U. 51.18.18. At 1430 with orders from CTU left formation to take station #14 with T.G. 50.8, took station at 1515 1200 yards astern of U.S.S. MANDERSON VICTORY, CTG and guide is the U.S.S. DETROIT. Fleet course is 300°T and standard speed 12 knots.

POSITION	0800	1200	2000
Lat.	24-03N	23-51N	24-16N
Long.	130-15E	131-08E	130-51E

12 April 1945 (Zone -9):

Steaming as before with TG 50.8. 1304 departed from formation on orders from CTG 50.8. At 1505 took station with TU. 50.18.7 180°T 1200 yards from U.S.S. MILLACOMA who is fleet guide and also CTU. Set fleet course to 155°T, standard speed 13 knots.

POSITION	0800	1200	2000
Lat.	24-00N	24-21N	23-56N
Long.	132-55E	132-49.6E	133-16E

13 April 1945 (Zone -9):

Steaming as before with T.U. 50.18.7.

POSITION	0800	1200	2000
Lat.	20-31N	20-25N	18-19N
Long.	134-01E	134-37E	136-02E

14 April 1945 (Zone -9):

Steaming as before with T.U. 50.18.7.

POSITION	0800	1200	2000
Lat.	15-35N	14-49N	13-02N
Long.	137-16E	137-34E	138-20E

15 April 1945 (Zone -10):

Steaming as before with T.U. 50.18.17. 0900 funeral services in honor of the late President of the United States were conducted by the Commanding Officer. 0945 sighted Mogmog Island, Ulithi Group, bearing 198°T, distance 14 miles. At 1045 changed fleet disposition to a single column for entering harbor. At 1100 this ship was detached from TU 50.18.7 and steamed singly to anchorage, and at 1253 anchored in berth 48, Ulithi Harbor.

This ship's activities during stay in Ulithi Atoll will be directed by ComServRon TEN.

USS BUCYRUS VICTORY (AK-234)

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WAR DIARY (Con't)

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16-19 April 1945 (Zone -10):

Anchored as before. On the 17th at 1055 flash red control green and 1125 flash white control green. At 1645 on the 18th underway and at 1825 moored alongside U.S.S. BEDFORD VICTORY. 2005 commenced discharging cargo ammunition.

20 April 1945 (Zone -10):

Moored as before. At 1430 completed discharging cargo ammunition and at 1508 U.S.S. BEDFORD VICTORY got underway at which time we anchored in the same berth, 549. At 1707 S.S. MONROE VICTORY moored alongside.

21 April 1945 (Zone -10):

Anchored as before. At 0320 commenced loading cargo ammunition from the S.S. MONROE VICTORY. Also during day discharged cargo ammunition to LCT 1083.

22 April 1945 (Zone -10):

Anchored as before. Continued loading cargo ammunition from the S.S. MONROE VICTORY also discharged to LCT's 1083, 838, and 1102.

23 April 1945 (Zone -10):

Anchored as before continued loading cargo ammunition from the S.S. MONROE VICTORY. 0925 S.S. DAVID GAILLARD moored alongside and at 1110 commenced loading cargo ammunition from DAVID GAILLARD. Also during day discharged cargo ammunition to LCT's 1102 and 883.

24 April 1945 (Zone -10):

Anchored as before. Continued loading cargo ammunition from the S.S. MONROE VICTORY and DAVID GAILLARD.

25 April 1945 (Zone -10):

Anchored as before. Completed loading from the S.S. MONROE VICTORY and at 0615 she was underway from alongside. At 0705 S.S. RUTGERS VICTORY moored alongside and at 0800 commenced loading cargo ammunition from the RUTGERS VICTORY.

26 April 1945 (Zone -10):

Anchored as before. At 1735 completed loading from S.S. RUTGERS VICTORY and at 1755 she cast off.

27 April 1945 (Zone -10):

Anchored as before. At 1225 completed loading from S.S. DAVID GAILLARD and at 1245 she cast off. 1324 underway and 1450 moored alongside S.S. CHAS. F. FINGER. 1545 commenced loading deck cargo (smoke pots) from S.S. CHAS. FINGER.

USS BUCYRUS VICTORY (AK-224)

REG. NO 5-852
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REG. SHEET NO 93WAR DIARY (Con't)CONFIDENTIAL~~CONFIDENTIAL~~

28 April 1945 (Zone -10):

Moored as before. Continued loading deck cargo. At 1110 flash red, control yellow and at 1130 flash white control green.

29 April 1945 (Zone - 10):

Moored as before. At 0100 completed loading deck cargo from S.S. CHAS. F. FINGER. At 1655 underway in accordance with Port Director Ulithi Order No. A4-3/9 of 28 April 1945 and at 1915 took station #22 in five column formation of T.U. 94.18.17. CTU is in U.S.S. ANNE ARUNDEL, the same being unit guide. Set fleet course at 324⁰T and standard speed at 14 knots.

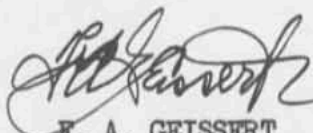
POSITION	0800	1200	2000
Lat.			10-19N
Long.			139-55E

30 April 1945 (Zone -10):

Steaming as before with T.U. 94.18.17.

POSITION	0800	1200	2000
Lat.	12-30N	13-18N	14-52N
Long.	138-11E	137-37E	136-29E

During period at Kerama Retto this ship transferred 1,705 tons of ammunition to various units of the fleet.



F. A. GEISSERT
Lieut. Comdr., USN.,
Commanding Officer.

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USS BUCYRUS VICTORY (AK-234)

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

1 - 2 May 1945 (Zone -10):

Steaming with TU 94.18.17 enroute from Ulithi on course 325°T, standard speed 14 knots. This ship in station #22 of five column formation with 1,000 yard interval and distance. Formation guide is U.S.S. ANNE ARUNDEL, CTU is also in the ARUNDEL, station #31.

	Position	0800	1200	2000
1st	Lat.	17-07N	17-52N	19-30N
	Long.	134-43E	134-09E	133-06E
2nd	Lat.	22-44N	22-28N	24-06N
	Long.	131-29E	130-55E	129-40E

3 May 1945 (Zone -9):

Steaming as before with TU 94.18.17. 0815 sighted Tokashiki Shima bearing 320°T, distance 25 miles. At 0929 with orders from CTU left formation to enter Kerama Retto and at 1310 moored alongside U.S.S. NEW YORK in berth K11. At 1535 commenced discharging ammunition, the operation being completed at 1715.

Position	0800
Lat.	25-52N
Long.	127-46E

Flash Conditions:

Blue	Red	Blue	White
	0952(g)		1000(g)
	1205(g)		1252(g)
	1320(g)		1405(g)
	1832(g)		2000(g)

4 May 1945 (Zone -9):

Moored as before. 0541 anchored in berth K11 after U.S.S. NEW YORK got underway. During day discharged smokepots and cargo ammunition to various small craft.

Flash Conditions:

Blue	Red	Blue	White
	0132(g)		0521(g)
	0804(g)	0933(g)	
	0945(g)		1015(g)
	1900(g)	2056(g)	2110(g)

5 May 1945 (Zone -9):

Anchored as before. At 1510 U.S.S. CROUTER moored alongside to receive cargo ammunition, the operation being completed and

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USS BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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DE ll cast off at 1545. During day discharged smoke pots and cargo ammunition to various small craft.

Flash Conditions:

Blue	Red	Blue	White
0220(g)	0235(g)	0445(g)	0448(g)
	1111(g)		1132(g)

6 May 1945 (Zone -9):

Anchored as before. 0734 U.S.S. RICHARD L. LEARY moored alongside and at 0740 LST 828 moored alongside to receive cargo ammunition. At 0845 the LEARY underway from alongside due to the flash red received at 0817 and enemy aircraft appearing in harbor. At 0853 this vessel commenced firing on enemy aircraft and at 0855 ceased firing having expended 6 rounds from the 5"/38 and 2 rounds from the 3"/50. After flash blue at 0935 the U.S.S. LEARY moored alongside at 0947 to complete loading, the operation being completed at 1338 at which time the LEARY cast off. At 1348 U.S.S. H.L. EDWARDS moored alongside to receive ammunition, the operation being completed at 1715 at which time the EDWARDS cast off. At 1740 the U.S.S. H. WILEY moored alongside to receive ammunition, the operation being completed at 1934 at which time the WILEY cast off. 2010 U.S.S. Wm. D. PORTER alongside to receive ammunition, the operation being completed at 2210 at which time the PORTER cast off. At 2215 U.S.S. MASSEY moored alongside to receive ammunition.

Flash Conditions:

Blue	Red	Blue	White
	0213(g)	0458(g)	0523(g)
	0817(g)	0935(g)	0950(g)
	1927(g)		1954(g)
	2017(g)	2055(g)	2110(g)

7 May 1945 (Zone -9):

Anchored as before. 0123 U.S.S. MASSEY completed loading and cast off. At 0715 U.S.S. WICHITA moored alongside to receive ammunition. At 1140 completed discharging cargo ammunition to LST 828 and at 1204 completed loading U.S.S. WICHITA. 1209 LST 828 cast off. 1218 U.S.S. HALL moored alongside to receive ammunition and at 1255 U.S.S. WICHITA cast off. At 1315 U.S.S. LONGSHAW moored alongside to receive ammunition and at 1525 U.S.S. HALL underway from alongside. At 1706 U.S.S. LONGSHAW completed loading and got underway. At 2102 LST 828 came alongside to receive cargo ammunition.

Flash Conditions:

Blue	Red	Blue	White
0210(G)	0215(G)		0646(g)
	1045(g)		1100(g)

USS BUCYRUS VICTORY (AK-234)

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WAR DIARY (Con't)

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8 May 1945 (Zone -9):

Anchored as before. At 0630 LST 828 completed loading and cast off from alongside. At 0752 U.S.S. NEW ORLEANS moored alongside to receive ammunition the operation being completed at 1230 at which time the NEW ORLEANS cast off. At 1305 U.S.S. VAN VALKENBURG moored alongside to receive ammunition, the operation being completed at 1425 at which time the VAN VALKENBURG cast off. Also, during day, discharged cargo ammunition to LSM 199.

9 May 1945 (Zone -9):

Anchored as before. At 0725 U.S.S. SALT LAKE CITY moored alongside to receive ammunition, the operation being completed at 1348 at which time SALT LAKE CITY cast off and the U.S.S. COWELL moored alongside to receive ammunition, this operation completed at 1445 and the COWELL cast off.

Flash Conditions:

Blue	Red	Blue	White
	1847(g)	2011(g)	
	2040(g)	2125(g)	
	2156(g)	2237(g)	2255(g)

10 May 1945 (Zone -9):

Anchored as before. At 1700 LST 737 moored alongside to receive cargo ammunition. Also discharged cargo ammunition to YMS 408.

Flash Conditions:

Red	Blue	White
0013(g)	0055(g)	
0846(g)	0915(g)	0928(g)
1140(g)	1155(g)	1216(g)
1934(g)	2103(g)	2115(g)

11 May 1945 (Zone -9):

Anchored as before. At 1934 completed discharging cargo ammunition to LST 737 at which time LST 737 cast off also discharged to LSM 186.

Flash Conditions:

Blue	Red	Blue	White
	0109(g)	0438(g)	
	0717(g)	0740(g)	
	0844(g)	1025(g)	1050(g)

12 May 1945 (Zone -9):

Anchored as before. At 0730 U.S.S. WICHITA moored alongside to receive ammunition, the operation being completed at 1332 at which time the WICHITA cast off. At 0820 U.S.S. PORTLAND moored alongside to receive ammunition, the operation being

USS BUCYRUS VICTORY (AK-234)

CONFIDENTIAL

WAR DIARY (Con't)

completed at 1530 at which time the U.S.S. PORTLAND cast off. At 1605 LST 736 moored alongside to receive cargo ammunition. Also discharged to LCT, 406.

Flash Conditions:

Blue	Red	Blue	White
1330(g)			1447(g)
	1915(g)		2008(g)

13 May 1945 (Zone -9):

Anchored as before. At 0740 the U.S.S. SALT LAKE CITY and at 1110 U.S.S. LEARY moored alongside to receive ammunition. Completed loading and cast off U.S.S. LEARY at 1505 and U.S.S. SALT LAKE CITY at 1655. At 1815 LST 735 moored alongside to receive cargo ammunition. Also discharged to LCT 1406.

Flash Conditions:

Blue	Red	Blue	White
	0248(g)		0515(g)
	1842(g)	2111(g)	2115(g)

14 May 1945 (Zone -9):

Anchored as before. At 0635 after completing loading LST's 735 cast off. At 0838 LST 918 moored to discharge cargo ammunition. At 1340 U.S.S. DEXLER moored alongside to receive ammunition, the operation being completed at 1435 at which time DEXLER cast off. At 1822 completed loading from, and cast off LST 918. At 1850 LST 735 moored alongside to receive cargo ammunition. Also discharged to LCT 1276.

Flash Conditions:

Blue	Red	Blue	White
0254(g)	0307(g)		0408(g)
	1902(g)		1955(g)

15 May 1945 (Zone -9):

Anchored as before. At 1735 LST 918 moored alongside to discharge cargo ammunition. Also discharged to LCT's 1266 and 1153.

Flash Conditions:

Blue	Red	Blue	White
1925(g)	1927(g)	2010(g)	2020(g)

16 May 1945 (Zone -9):

Anchored as before. At 0720 U.S.S. ST. LOUIS moored alongside to receive ammunition, the operation being completed at 1243 at which time the U.S.S. ST. LOUIS cast off. Completed discharging to LST 735 at 1150 at which time LST cast off. At 1515 LST 999 moored alongside to receive cargo ammunition, the operation being completed at 1920 at which time LST cast off. At 1724 LST 24 moored alongside to receive cargo ammunition.

USS BUCYRUS VICTORY (AK-234)

WAR DIARY (Con't)

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Flash Conditions:

Blue	Red	Blue	White
0259(g)	0303(g)	0432(g)	0435(g)
	1956(g)		2055(g)
	2206(g)	2222(g)	
	2247(g)	2331(g)	2400(g)

17 May 1945 (Zone -9):

Anchored as before. At 0650 completed discharging to and cast off LST 24. At 1317 got underway enroute from Kerama Retto in accordance with CTG 51.15 dispatch order #162145 of 16 May 1945. At 1420 this ship took station with TU 51.15.35, 1000 yards astern of U.S.S. HOUSTANIC the unit guide. CTU in U.S.S. DEWEY, set base course 134^{OT}, standard speed 14 knots. Zigzagging in accordance with plan 6 USF-10A.

Position	2000
Lat.	25-01N
Long.	128-33E

Flash Conditions:

Blue	Red	Blue	White
0016(g)			0045(g)
0223(g)			0246(g)
	0740(g)	0820(g)	0850(g)

18 May 1945 (Zone -9):

Steaming as before, with TU. 51.15. At 0445 sighted TG 50.8 and at 0625, upon receipt of orders from TU, left formation to take station with TG 50.8. At 0712 this ship took station 51, the guide U.S.S. ATTU bearing 198^{OT}, distance 3,700 yards. CTG in U.S.S. DETROIT. Fleet course 145^{OT}, speed 10 knots.

Position	0800	1200	2000
Lat.	23-14N	22-41N	21-54N
Long.	130-36E	130-56E	131-39E

19 - 20 May 1945 (Zone -9):

Steaming as before with TG 50.8.

POSITIONS:	0800	1200	2000
19- Lat.	23-00N	22-25N	23-00N
Long.	130-37E	130-45E	130-42E
20- Lat.	22-52N	22-25N	23-11N
Long.	130-20E	130-12N	130-21E

21 May 1945 (Zone -9):

Steaming as before with TG 50.8. At 1057 in accordance

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with CTG 50.8 visual dispatch #202150 left formation and formed with TU 50.18.6. Steaming in cruising disposition 351 (USF 10-A) fleet course and axis 140°T. This ship in station #11. CTU is in U.S.S. MONONGAHELA, fleet guide is also the MONONGAHELA in station 21. Zigzagging in accordance with plan 6 USF-10A, fleet speed 13 knots.

Position	0800	1200	2000
Lat.	23-00N	22-42N	21-18N
Long.	136-16E	130-11E	131-34E

22 - 24 May 1945 (Zone -9):

Steaming as before with TU 50.18.6. At 1157 on the 24th sighted Mogmog Island, Ulithi, bearing 195°T, distance 14 miles. At 1410, upon receipt of orders from CTU, were detached from TU and steamed independently to anchorage, and at 1549 anchored in berth #3 Ulithi Harbor, Caroline Islands.

Positions	0800	1200	2000
22 - Lat.	19-03N	18-26N	17-05N
Long.	133-15E	133-42E	134-43E
23 - Lat.	15-05N	14-17N	12-49N
Long.	136-04E	136-33E	137-31E
24 - Lat.	10-53N	10-21N	
Long.	139-16E	139-50E	

25 - 31 May 1945 (Zone -10):

Anchored as before. At 1303 underway and at 1332 on 31 May moored alongside U.S.S. MOUNT BAKER to receive cargo ammunition.

During period at Kerama Retto this ship transferred 3,440.84 tons of ammunition to various units of the fleet.



F. A. GEISSERT,
Lieut. Comdr., USN.,
Commanding Officer.

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USS BUCYRUS VICTORY (AK-234)

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1-4 June 1945 (Zone -10):

Moored alongside U.S.S. MOUNT BAKER in berth 168, Ulithi Harbor, Caroline Islands. Receiving cargo ammunition from MOUNT BAKER. At 1010 on the 2nd, S.S. RUTGERS VICTORY moored alongside to receive cargo ammunition. At 0817 on the 3rd, the S.S. RUTGERS VICTORY completed loading and cast off. Completed loading from MOUNT BAKER and underway at 0833 to return to anchorage, anchored in berth 170 at 0852. On the 4th, loaded 388 sacks of mail for transportation to next port. At 1727 underway enroute from Ulithi to San Pedro Bay, P. I. in accordance with ComServRon TEN order #020414 of 2 June 1945. Steaming independently. At 1935 set base course 284°T, standard speed 16 knots. ZigZagging according to plan 6 USF-A10A.

5-7 June 1945 (Zone -9):

Steaming as before. At 1505 on the 6th, sighted U.S.S. THOMAS F. NICKEL and U.S.S. PEIFFER bearing 268°T, distance 14 miles. The NICKEL reported a possible submarine contact in area and acted as escort for this vessel until 1800. On the 7th at 0545 sighted Suluan Island bearing 290°T, distance 18 miles. At 1256 anchored in berth 115, San Pedro Bay P. I.

	POSITIONS	0800	1200	2000
5th	Lat.	10-32N	10-40N	10-44N
	Long.	136-54E	135-58E	133-51E
6th	Lat.	10-37N	10-35N	10-27N
	Long.	131-00E	130-00E	128-16E
7th	Lat.	10-38N		
	Long.	125-50E		

8-9 June 1945 (Zone -9):

Anchored as before. At 0725 on the 8th the U.S.S. FOMALHAUT moored alongside to discharge cargo ammunition, this operation being completed at 0447 on the 9th at which time the FOMALHAUT cast off. At 1347, on 9 June 1945, U.S.S. AMADOR moored alongside to discharge cargo ammunition, also discharged deck cargo to LCT 1083.

10-15 June 1945 (Zone -9):

Anchored as before. At 0755 U.S.S. AMADOR completed discharging and cast off. In addition to receiving cargo ammunition from BCL 3065, this ship discharged to LCT's 758, 1427 and various LCM's during this period.

USS BUCYRUS VICTORY (AK-234)

CONFIDENTIAL WAR DIARY (CON'T)

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R. S. NO
REG. SHEET NO 180

16-18 June 1945 (Zone -9):

Anchored as before. Completed loading from BCL 3065. At 0623 underway and at 1018 alongside U.S.S. MASSACHUSETTES. On the 17th at 0715 completed receiving cargo ammunition from MASSACHUSETTES and got underway, moored alongside U.S.S. GUAM at 0810 to receive and discharge ammunition. On the 18th at 1832 completed operations and underway to return to anchorage, at 1951 anchored in berth 115.

19-30 June 1945 (Zone -9):

Anchored as before. On the 19th at 1105 the BCL 3065 and at 1855 the U.S.S. VESUVIUS moored alongside to discharge cargo ammunition. On the 24th completed loading cargo ammunition from U.S.S. VESUVIUS and at 1230 the VESUVIUS cast off. On the 27th completed loading cargo ammunition from BCL 3065 and at 1257 the BCL cast off. During this period the ship discharged to various small craft.


F. A. GEISSERT,
Lieut. Comdr., USN,
Commanding Officer.

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USS BUCYRUS VICTORY (AK-234)

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WAR DIARY

REG. NO 6437
REG. NO
REG. SHEET NO 180

1-13 July 1945 (Zone -9):

Anchored in berth 115, San Pedro Bay, P. I. on the 6th at 2145 there was a flash red alert, secured from general quarters upon receipt of flash white at 2158. At 1819 on the 8th moored alongside U.S.S. AKUTAN to transfer and receive cargo ammunition, the operation being completed, ship returned to anchorage in berth 115 at 0812 on the 13th.

14-18 July 1945 (Zone -9):

Anchored as before. On the 15th at 0822 moored alongside S.S. BURLIESON to receive cargo ammunition. This operation was completed at 1724 on the 18th at which time this ship returned to anchorage, berth 115.

19-22 July 1945 (Zone -9):

Anchored as before. On the 20th at 0849 moored alongside U.S.S. TEXAS to transfer and receive cargo ammunition. This operation was completed at 1626 at which time this ship returned to anchorage, berth 115.

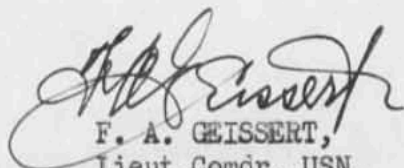
23-29 July 1945 (Zone -9):

Anchored as before. On the 23rd at 1002 moored alongside U.S.S. FIREDRAKE to discharge cargo ammunition, this operation being completed at 1905. At 0638 on the 24th underway from alongside the FIREDRAKE and at 0747 moored alongside U.S.S. MISSISSIPPI to discharge and receive cargo ammunition. This operation was completed at 1445 at which time this ship returned to anchorage, berth 115.

30-31 July 1945 (Zone -9):

Anchored as before. On the 30th at 0825 moored alongside U.S.S. COLORADO to receive and discharge ammunition. The operation was completed at 1514 at which time this ship returned to anchorage, berth 115.

During month this vessel discharged and received cargo ammunition to various small craft.


F. A. GEISSERT,
Lieut. Comdr., USN,
Commanding Officer.

U. S. S. BUCYRUS VICTORY (AK-234)

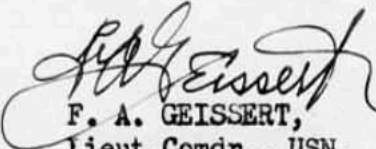
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1 - 31 August 1945 (Zone -9):

Anchored in berth 115 San Pedro Bay, P. I. On the 4th at 0718 the S. S. TWIN FALLS VICTORY moored alongside and cargo ammunition loading operations commenced at once. These operations were completed at 1230 on the 20th and at 1527 on the 21st the TWIN FALLS cast off. During month cargo ammunition was discharged to, and received from, numerous small craft. Loading operations during this month were intended to provide logistic support for assignment with the SEVENTH Fleet.


F. A. GEISSERT,
Lieut. Comdr., USN,
Commanding Officer.

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USS BUCYRUS VICTORY (AK-234)

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1 - 25 September 1945, (Zone -9):

Anchored in berth 115, San Pedro Bay, P.I. At 0738 on the 2nd the S.S. LINFIELD VICTORY moored along starboard side, and transfer operations of cargo ammunition were commenced. At 2125 on the 11th completed transfer operations with S.S. LINFIELD VICTORY. On the 12th at 0645 the S.S. LINFIELD VICTORY underway from alongside. At 0725 the S.S. TUSKEGEE VICTORY moored along starboard side and transfer operation of cargo ammunition were commenced. On the 16th completed transfer operations at 0235 and at 0636 the S.S. TUSKEGEE VICTORY got underway from alongside. On the 25th at 1306 underway to run degaussing range, returned to anchorage at 1414. Rums satisfactory.

26 - 30 September (Zone -9):

Anchored as before. 0934 got underway for the Island of Okinawa, in the Ryukyu Retto Group, in accordance with Port Director movement order No. Navy #3964, c/o Fleet Post Office, San Francisco of 26 September 1945 in company with S.S. CROWN REEFER, convoy designation 10K#37. Convoy Commodore Lieutenant Commander F. A. GEISSERT, in U.S.S. BUCYRUS VICTORY. Standard speed 10 knots, S.S. CROWN REEFER 800 yards astern of U.S.S. BUCYRUS VICTORY. At 1905 set course to 007°T. On the 29th upon receipt of typhoon warnings indication the proximity of the storm to our course, changed course to 230°T at 0900, 270°T at 1020 and 230°T at 2030. Upon receipt of subsequent typhoon warnings changed course to 200°T at midnight and to 180°T at 0800 on the 29th. On 30 September encountered typhoon weather with winds up to force 16 and very high seas. The typhoon moving in a westerly direction was for the most part avoided by our course of due south. Only damage suffered was loss of our starboard accommodation ladder, carried away by high seas. In the evening of the same day the wind and sea abated and it was apparent that we had cleared the path of the typhoon.

POSITION	0800	1200	2000
26 Lat.		10-45N	10-45N
Long.		125-21E	126-14E
27 Lat.	12-57N	13-45N	15-07N
Long.	126-28E	126-36E	126-41E
28 Lat.	17-16N	17-59N	19-19N
Long.	126-54E	126-59E	127-03E
29 Lat.	20-24N	19-56N	19-01N
Long.	126-53E	126-12E	126-03E
30 Lat.	18-51N	18-28N	17-47N
Long.	124-10E	124-10E	124-11E

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F. A. GEISSERT, Lieut. Comdr., USN
Commanding Officer.

USS BUCYRUS VICTORY (AK-234)

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C-O-N-F-I-D-E-N-T-I-A-LWAR DIARY

October 1945

1 October Steaming in company with S.S. CROWN REEFER enroute from San Pedro Bay, P. I. to Buckner Bay, Okinawa. Convoy designation is 10K 37, speed 9 knots. Commanding Officer this vessel is convoy commodore. Position of S.S. CROWN REEFER is 800 yards astern of this vessel. Present course of 180°T represents evasive action taken to avoid typhoon. At 0655 a casualty occurred to master gyro course undetermined. Secured master gyro and instructed S. S. CROWN REEFER to take lead. This ship now in station 800 yards astern of S.S. CROWN REEFER. Changed course at 1003 to 070°T.

Position	0800	1200	2000
Lat.	13-33N	16-26.5 N	16.56 N
Long.	124-26E	124-57E	126-18E

2 October Steaming as before speed 10 knots. At 0008 changed course to 007°T.

Position	0800	1200	2000
Lat.	18-24 N	19-22 N	20-47 N
Long.	127-09 E	127-09 E	127-34 E

3 October Steaming as before. Reduced speed at 2358 to 5 knots.

Position	0800	1200	2000
Lat.	22-55 N	23-32 N	24-42 N
Long.	127-52 E	127-09 E	127-55 E

4 October Steaming as before. 0610 commenced steering various courses and speeds prior to entering. Detached S.S. CROWN REEFER from convoy 10K37 at 1000. 1015 entered channel to Buckner Bay, Okinawa. Anchored at 1243 in berth B-95 in fathoms of water, sand bottom with 75 fathoms of chain to the port anchor and veered to 105 fathoms at 1325.

5 October Changed anchorage to Berth B-82 and veered to 90 fathoms.


6,7 October Anchored as before.

8 October Made all preparations for heavy weather on receipt of typhoon warning. At 1027 shifted berths to B-75 to provide more sea room for expected typhoon. Veered to 105 fathoms to the starboard anchor.

USS BUCYRUS VICTORY (AK-234)

CONFIDENTIAL WAR DIARY (CON'T)
C-O-N-F-I-D-E-N-T-I-A-L

- 9 October Barometer dropping rapidly, wind and sea rising. At 0445, verred starboard anchor 115 fathoms and dropped port anchor veering it to 30 fathoms at waters edge. 0620 commenced steaming to anchor to ease strain on chain, both boilers on the line. During 0800-1200 watch typhoons reached its maximum force; winds were reported up to 135 knots, seas were very high and visibility none to poor. Storm gradually abated during afternoon and evening. Barometer rising.
- 10 October Anchored as before, wind force reducing. At 0135 discontinued use of engines. Position determined during day revealed that ship has dragged approximately 500 yards during storm.
- 11 October Returned to Berth B-82 and veered to 90 fathoms.
- 12-18 October Anchored as before.
- 19 October Underway to go alongside U.S.S. ABATAN to procure fresh water and returned to anchorage in Berth B-82.
- 20-31 October Anchored as before, Awaiting orders.


 F. A. GEISSERT,
 Lieut. Comdr., USN,
 Commanding Officer.

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U. S. S. BUCYRUS VICTORY (AK-234)

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WAR DIARY

November 1945

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

- 1 November Anchored in berth B82 in Buckner Bay, Okinawa, in 13 fathoms of water with 90 fathoms of chain to the port anchor, mud and soft shell bottom.
- 2-13 November Anchored as before.
- 14 November Anchored as before. 0845 Weighed and housed port anchor. Released starboard anchor. Anchored in Buckner Bay, Okinawa, in 15 fathoms of water, mud and soft shell bottom, with 90 fathoms of chain to the starboard anchor.
- 15-16 November Anchored as before.
- 17 November Anchored as before. 0755 Underway, proceeding on various courses and speeds conforming to channel leaving harbor. 0913 With SigSta H-1, Tsuken Shima abeam to port 2 miles distant, took departure from Buckner Bay, Okinawa, in accordance with orders dated 16 November 1945. Set course 087(t&pgc) speed 14.5 knots (85rpm) 0952 Changed course to 168 (t&pgc) 167 (psc) 168 (pstc) 1345 Changed course to 110(t&pgc) 113 (psc) 114 (pstc). Changed speed to 15 knots (90rpm)

Position	0800	1200	2000
Lat.	26-18N	25-47 N	24-28 N
Long.	128-00 E	128-39 E	128-54 E

- 18 November Steaming as before. 0100 Changed course to 092 (t&pgc) 095 (psc) 099 (pstc). 1522 Sighted ship bearing 085 (t) 7 miles distant on opposite and parallel course. Ship identified as U.S. Army high octane gasoline tanker.

Position	0800	1200	2000
Lat.	24-13 N	24-09-01 N	24-04.5 N
Long.	132-31 E	133-33 E	135-21 E

- 19 November Steaming as before. 1010 Changed course to 107 (t) 109 (pgc) 112 (pstc) 108 (psc) 1300 Conducted the following emergency drills: fire and abandon ship. 1400 Secured from all drills.

Position	0800	1200	2000
Lat.	23-53 N	23-42 N	23-13 N
Long.	138-24E	139-23 E	140-58 E

- 20 November Steaming as before. 0212 Ship sighted bearing 135 (t) 7 miles distant (approx). 0915 Changed course to 052 (t) 050 (psc) 060 (pstc) to comply with Port Director, Okinawa dispatch #190428 of November 1945 changing destination of this vessel from Eniwetok, M.I. to Seattle, Washington, USA. 0930 Changed speed to 12.5 knots (85rpm).

154533

U. S. S. BUCYRUS VICTORY (AK-234)

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WAR DIARY (CONT)

November 1945

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

20 November (cont)	Position	0800	1200	2000
	Lat.	22-19-10 N	22-39 N	23-41 N
	Long.	143-46 E	144-24 E	145-50 E
21 November	Steaming as before. 0816 Sighted ship hull down bearing 359 (r) 0854 Identified ship as USS Logan (A*P 196).			
	Position	0800	1200	2000
	Lat.	25-19 N	25-45 N	26-43 N
	Long.	148-02 E	148-43 E	150-10 E
22 November	Steaming as before.			
	Position	0800	1200	2000
	Lat.	28-11 N	28-42 N	29-27 N
	Long.	152-29 E	153-15 E	154-29 E
23 November	Steaming as before.			
	Position	0800	1200	2000
	Lat.	30-51 N	31-12 N	31-54 N
	Long.	156-57 E	157-37 E	158-52 E
24 November	Steaming as before.			
	Position	0800	1200	2000
	Lat.	33-23 N	33-52 N	34-43 N
	Long.	161-25 E	162-19 E	163-54 E
25 November	0000 Changed course to 059 (t) 058 (pgc) 059 (psc) 061 (pstc) 0100 Wind and seas increased to gale proportions. 2000 Changed course to 066 (t) 065 (pgc) 065 (psc) 068 (pstc)			
	Position	0800	1200	2000
	Lat.	35-51 N	36-34 N	37-30 N
	Long.	166-11 E	167-27 E	168-35 E
26 November	Steaming as before.			
	Position	0800	1200	2000
	Lat.	38-23 N	38-45 N	39-19 N
	Long.	171-12 E	172-11 E	173-39 E
27 November (-12)	Steaming as before. 1118 Reduced speed to 6 knots (48rpm) 1142 Stopped all engines to replace packing on shaft. 1402 Tested main engines. 1442 Steaming, speed 7.4 knots (50rpm). 1500 Changed speed to 9.5 knots (60rpm). 1511 Changed speed to 11 knots (70 rpm). 1529 Changed speed to 11.5 knots (75rpm)			

U. S. S. BUCYRUS VICTORY (AK-234)

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WAR DIARY (CONT)

November 1945

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

27 November (-12 cent)	Position	0800	1200	2000
	Lat.	40-20 N	40-41 N	40-57 N
	Long.	176-06 E	177-12 E	178-04 E
27 November	Steaming as before. 0600 Changed course to 069 (t) 068 (pgc) 062 (psc) 066 (pstc). 1135 Changed speed to 12 knots (80rpm).			
	Position	0800	1200	2000
	Lat	41-52 N	42-08 N	43-45 N
	Long	179-10 W	178-12 W	176-10 W
28 November	Steaming as before. 2100 Changed course to 075 (t) (pgc) 064 (psc) 069 (pstc)			
	Position	0800	1200	2000
	Lat.	43-39 N	44-00 N	44-30 N
	Long.	173-05 W	171-57 W	170-04 W
29 November	Steaming as before.			
	Position	0800	1200	2000
	Lat.	45-10 N	45-23 N	45-49 N
	Long.	166-40 W	165-33 W	163-12 W
30 November	Steaming as before. 0700 Changed course to 082 (t&pgc) 066 (psc) 070 (pstc) 2040 Sighted ship bearing 320 (t) on a parallel course. 2050 Identified ship as USS Haskell (APA 117)			
	Position	0800	1200	2000
	Lat.	46-24 N	46-16 N	46-18 N
	Long.	159-43 W	158-31 W	156-34 W

F. A. Geissert
 for F. A. GEISSERT,
 Lieut. Comdr., USN,
 Commanding Officer.

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WAR DIARY

December 1945

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

1 December Steaming on course 083 (t) 082 (pgc) 065 (psc) 069 (pstc). Standard speed 12 knots (80 rpm). Enroute from Buckner Bay, Okinawa, to Seattle, Washington, with cargo ammo. 1312 Commenced sounding whistle, visibility 250 yards in snow squall. 1322 Secured whistle.

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Position	0800	1200	2000
Lat.	46-37 N	46-40 N	46-44 N
Long.	152-57 W	151-58 W	149-49 W

Doc. No.

2 December Steaming as before.

Copy No. 1 of 1

Req. No. 749

Position	0800	1200	2000
Lat.	46-50 N	46-53 N	47-00 N
Long.	145-59 W	144-50 W	142-52 W

3 December Steaming as before. 1030 Changed course to 095 (t) 093 (pgc) 075 (psc) 071 (pstc).

Position	0800	1200	2000
Lat.	47-17 N	47-19 N	47-11 N
Long.	139-13 W	137-54 W	135-24 W

4 December Steaming as before. 1300 Changed course to 064 (t) 062 (pgc) 043 (psc) 047 (pstc).

Position	0800	1200	2000
Lat.	46-52 N	46-54 N	47-21 N
Long.	131-36 W	130-26 W	128-30 W

5 December Steaming as before. 0748 Sighted land off both bows. 0802 Changed course to 077 (t) 075 (pgc) 054 (psc) 057 (pstc). 1015 Sighted Juan de Fuca Lightship bearing 020 (t) 1000 yards distant. Proceeding through Straits of Juan de Fuca at various courses and speeds. 1605 Received P.J. Kelly aboard as pilot, proceeding to enter Port Angeles Harbor. 1622 Anchored in Port Angeles Harbor with 45 fathoms of chain to the port anchor in 12 fathoms of water soft mud bottom on the following true bearings: Ediz Point Light 327; Taller stack west end 279; stack at Pier 226. 1700 Dr. James L. McFadden, surgeon U.S. Public Health Service, Quaranteen Officer came aboard.

Position	Lat.	Long.
0800	48-18 N	125-48 W

6 December Anchored as before. 0757 Underway with pilot at the conn, Captain and navigator on the bridge, proceeding at various courses and speeds conforming to channel, proceeding to Port Discovery Anchorage. 1113 Anchored in berth L in Port Discovery Anchorage, Puget Sound, Washington, U.S.A., in 29 fathoms of water, mud

USS BUCYRUS VICTORY (AK-234)

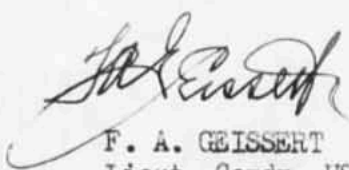
WAR DIARY (CONT)

December 1945

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- 6 December bottom, with 90 fathoms of chain to the starboard anchor on the following true bearings: Cape George Light 027.5; Bn. Beckett Point 104.5; Bn. Carr Point.183.5; Bn. Diamond Point 317. 1250 Pilot P.J. Kelly left ship.
- 7-15 December Anchored as before.
- 16 December Anchored as before. 2020 Secured master gyro
- 17 December Anchored as before. 1715 Veered starboard chain to 105 fathoms.
- 18-31 December Anchored as before.


F. A. GEISSERT
Lieut. Comdr., USN
Commanding Officer

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U. S. S. BUCYRUS VICTORY (AK-234)

AK-234/C-A3-1

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Serial 025

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26 MAY 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet,
(Readiness Division).
Via: The Commander Task Group 51.15.
Subject: Anti-Aircraft Action Report - Forwarding of.
Reference: (a) PacFlt Conr. Ltr. 1CL-45 dated 1 January 1945.
Enclosure: (A) CO, USS BUCYRUS VICTORY (AK-234) Anti-Aircraft
Action Report.

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

2. Enclosure (A) covers the anti-aircraft action participated in by this vessel on 6 May 1945 while discharging ammunition at anchor at Kerama Retto.

F. A. GEISSERT

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- ComInCh (Readiness Division)(Direct).
- CTG 51.15.
- CTF 51.
- ComFIFTHFlt.
- CinCPac (3 copies Direct).
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123938

U. S. S. BUCYRUS VICTORY (AK-234)

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REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

- Location of ship (area) Kanran Netto U.S.S. BUCYRUS VICTORY (AK-234).
- Zone Time 0853L Date 6 May 1945
1. Surprise attack (Yes or No) No Day or Night Day
 2. Method picking planes up (Radar, binoculars, naked eye) Naked eye
 3. Range plane was picked up (50,30,10, less than 5 miles) Less than 5 Miles
 4. Total number of planes observed 2 Type 1 Torq 1 Val.
 5. Number of planes attacking own ship None Type _____
 6. Number of planes taken under fire by own ship 1
 - (a) Of those attacking own ship None Type _____
 - (b) Others One Type Val
 7. Speed and altitude of approach in knots and feet 150 knots 3000 feet
 8. Number of guns firing by caliber One (1) 5"/38 and One (1) 3"/50
 9. Ammunition expended by caliber and type 7 rounds 5"/38 AAC and 2 rounds 3"/50 VT.
 10. Percent service allowance expended 2%
 11. Method of control local Method of spotting Battery Officer
Method of ranging Battery Officer Method of firing local
 12. Approximate time-tracking to first shot 1 minute
 13. Approximate time of first hit Unknown
 14. Approximate time first shot to last shot 1 minute.
 15. Approximate position angle open fire 10 degrees
 16. Approximate position angle cease fire 3 degrees

CONFIDENTIAL

U. S. S. BUCYRUS VICTORY (AK-234)

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

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS (CON'T)

17. Approximate bearing first shot 240°T
18. Approximate bearing last shot 270°T
19. Approximate range first shot 7000 yards Altitude of plane 3000 feet
20. Approximate minimum range aircraft approached 5000 yards
Altitude 700 feet
21. Approximate range last shot 5000 yards Altitude of plane 700 feet
22. Approximate altitude of bomb release None released Size of bomb
23. Approximate range torpedo release None Size of Torpedo
24. Number of hits on ship by bombs None by torpedoes NONE Was
ship strafed No. Size gun
25. Number near bomb misses damaging ship None
26. The Val taken under fire by this vessel was shot down. Since all the
ships in the area were firing at this plane, it is not known which ship
shot it down.
27. Best estimate of size gun or guns responsible for each "Sure"
See Paragraph 26
28. Performance of ammunition (excellent, good, bad, poor) Excellent
29. What failures in material occurred in this action None

Attacking planes appeared off ship's port quarter. Sun was on the
starboard beam. Vessel was at anchor, and therefore did not maneuver.

F. A. GEISSERT,
Lieut. Comdr., USN.,
Commanding Officer.

6 0394 3

Enclosure (A) to USS BUCYRUS VICTORY Conf.
Ltr. AK-234/L-43-1 Serial 025
Dated 26 MAY 1945

28

Reg. No.	9128
R. S. No.	6 0395

U. S. S. BUCYRUS VICTORY (AK-234)

AK-234/C-A3-1

wcb

Serial 026

CONFIDENTIAL

26 MAY 1945

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

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Via: The Commander Task Group 51.15.

Subject: Action Report - forwarding of.

Reference: (a) PacFlt Conf. Ltr. 1CL-45 dated 1 January 1945.

Enclosure: (A) CO, USS BUCYRUS VICTORY (AK-234) Action Report.

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

2. Enclosure (A) covers the action participated in by this vessel on 6 May 1945 while discharging ammunition at anchor at Kerama Retto.

F. A. GEISSERT

Copy to:

- CTG 51.15
- CTF 51.
- ComFIFTH Fleet.
- CinCPac (3 copies Direct).
- ComServRon 8 (Direct)
- ComInCh (Direct).

X

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U. S. S. BUCYRUS VICTORY (AK-234)

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

ACTION REPORT

Part I Brief Summary.

On 6 May 1945 from 0817 I to 0855 I the ships anchored at Kerama Retto were attacked by two enemy aircraft. The first of these attacking planes suicided on a seaplane tender. The second plane, after being fired on by this vessel and many other ships, crashed harmlessly.

Part II Preliminaries.

- A. Operating with TG 51.15. Next higher operational command is TF 51.
- B. Reporting unit was engaged in discharging ammunition to vessels of the fleet.
- C. No comment.
- D. Numerous vessels were at anchor in Kerama Retto. This vessel was anchored in Berth K-11. The U.S.S. LEARY (DD-664) was tied up along our port side and U.S.S. LST 828 along the starboard side. We were discharging ammunition to both these vessels.
- E. Two enemy planes attacked the ships in Kerama Retto. One was a Val and the other a Tony.

Part III Chronological account of the action including action by own Aircraft.

The wind was NE, force 1. There was no noticeable swell. Visibility was 8.

At 0817 I received "Flash Red" from SOPA, and went to General Quarters. At 0843 I, observed anti-aircraft bursts at 280°T, sighted one Tony along that bearing. At 0845 I, U.S.S. LEARY (DD-664) got underway from alongside. The Tony observed at 280°T continued to approach the anchorage under heavy AA fire and at about 0847 I the Tony made a suicide landing on one of the seaplane tenders anchored in the vicinity of Berth V-110. This plane was not taken under fire by this vessel due to friendly vessels in the line of fire.

At 0852 I, anti-aircraft fire was seen bearing 240°T, and a Val was sighted on this bearing, distance about 7000 yards. We opened fire on this plane with the 3"/50 and 5"/38 guns, at 0853 I, and we ceased fire at 0845 I, when the plane disappeared behind Hokaji Shima. Information later received from SOPA indicated that this plane crashed in the water behind Hokaji Shima.

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U. S. S. BUCYRUS VICTORY (AK-234)

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

ACTION REPORT

Part IV Ordnance.

All Ordnance material performed satisfactorily.

1. (a) 7 rounds 5"/38 AAC and 2 rounds 3"/50 VT.
(b) Local control was used, there being no radar or director on board this vessel.
(c) So many ships were firing at this plane that it is impossible to estimate the effectiveness of this vessel's fire.

(B) None observed.

Part V Damage.

No damage was sustained by this vessel. The damage to the Seaplane Tender from the suicide plane is unknown to this command.

Part VI Special Comments and Information.

No Comment.

Part VII Personnel performance and casualties.

Performance satisfactory, there were no casualties.

Part VIII Lessons learned, conclusions, and recommendations.

No Comment.

F. A. GEISSERT
Lieut. Comdr., USN,
Commanding Officer.

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Enclosure (A) to CO, USS BUCYRUS VICTORY
Ltr. AK-234/A3-1 Serial 026
Dated 28 MAY 1945 3

NOV 8 11 55 AM

OK

U. S. S. BUCYRUS VICTORY (AK-234)



AK-234/A12

Serial 256

SQ11 8 6

OCT 16 1945

From: The Commanding Officer.
To: The Secretary of the Navy.

RECEIVED
Navy Department
Secy's Office records Div.

Subject: Ship's Story - forwarding of.

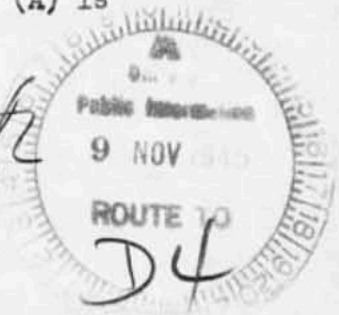
Reference: (a) ALPAC Number 202.

Enclosure: (A) Ship's History of U.S.S. BUCYRUS VICTORY (AK-234)

EXOS Mark Form

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

E. A. Geissert
E. A. GEISSERT



Copy to:
CinCPac, Pearl

156276

PRINT

U. S. S. BUCYRUS VICTORY (AK-234)

SHIP'S HISTORY U.S.S. BUCYRUS VICTORY (AK-234)

In less than a year in commission, the U.S.S. BUCYRUS VICTORY has seen her share of action and has been commended for the part she played in the victory over Japan.

The ship was placed in full commission in the United States Navy on 29 November 1944. At a brief ceremony in the Richmond, California yard of the Permanente Metals Corporation where the ship was built, Lieutenant Commander Lester F. GOODMAN (S), U. S. Naval Reserve, a representative of the Commandant of the 12th Naval District, accepted the ship for the Navy and delivered it to Lieutenant Commander Felix A. GEISSERT, U. S. Navy who assumed his duties as commanding officer.

The vessel was one of ten Victory Ships which the Navy acquired from the United States Maritime Commission on a loan basis. Assigned the designations AK-227-236, the ships were accepted on an "As-is" basis, no conversions being authorized and complement being limited by existing berthing and messing facilities. They were to be used for urgently needed transportation of ammunition to forward areas of the Pacific.

After provisioning and fitting out in the San Francisco Bay area, the BUCYRUS VICTORY was ordered to San Pedro, California, for a "shake down". The scheduled exercises were cut to eight days, after which the BUCYRUS was sailed to Port Hueneme, California, for a general cargo load to be transported to Pearl Harbor.

After discharging her cargo, the BUCYRUS VICTORY participated in an experiment in the vicinity of Oahu, T. H. which was designed to determine the practicability of transferring ammunition between units of the Fleet Train and heavy combatant units while underway at sea. The experimental operation was directed by Commander Service Squadron EIGHT and took place on 9 January 1945. Ammunition was passed back and forth between the BUCYRUS VICTORY and the U.S.S. TEXAS (BB-35), and the experiment was deemed a success.

The BUCYRUS was now ordered to San Francisco, and thence to Port Chicago, California, for a load of ammunition. She sailed from Port Chicago on 18 February 1945 and, after a solitary and uneventful voyage of 13 days, reached Eniwetok in the Marshall Islands. From there the BUCYRUS proceeded in convoy to Ulithi in the Western Carolines, which she reached 8 March 1945.

Under the operational control of Commander Service Squadron TEN, the BUCYRUS VICTORY was assigned the duty of rearming combatant units of the powerful fleets assembled at Ulithi in preparation for the assault on Okinawa. The vessel had a part to play at the scene of that operation and on the completion of her original assignment was reloaded for that purpose.

U. S. S. BUCYRUS VICTORY (AK-234)

SHIP'S HISTORY (CON'T)

On 24 March she sailed with a task unit ordered to join Task Group 50.8 which was steaming about in an area twenty-four hours distant from the selected Okinawa landing beach.

On 1 April 1945, L Day on Okinawa, the BUCYRUS received a call from Commander Task Force 51, in charge of the operation, to proceed to Kerama Retto anchorage, just west of the beleaguered island. She arrived there 3 April, and for the next seven days was engaged in the task of getting the powder and shells out of her holds and into the battleships, cruisers, and destroyers which were bombarding the Japanese defenses. This work was hampered and sometimes halted by frequent air alerts and occasional attacks on the important logistics anchorage.

The BUCYRUS was ordered out of Kerama Retto on 11 April and directed to rejoin Task Group 50.8 from which she was detached after a few days with a task unit bound for Ulithi. In that busy anchorage she was again reloaded and prepared for a return visit to Kerama Retto. On this occasion she carried, in addition to her ammunition, a deck load of smoke pots and floats which were in great demand in the Okinawa area. She steamed directly to Kerama Retto, making the run in four days and arriving on 3 May. She remained in the logistics anchorage fourteen days, transferring ammunition under condition similar too, but even more hampering and dangerous than those of the former stay. On 17 May she was ordered to rejoin Task Group 50.8 and, once more, after a few days with the group, returned in convoy to Ulithi.

The BUCYRUS sailed from Ulithi on 4 June 1945 for Leyte, Philippine Islands. On arrival she was assigned an anchorage in San Pedro Bay and was used for a time for the receipt and stowage of ammunition. Later she was loaded in preparation for further operations which were being readied at the time the Japanese sued for peace. Following the surrender, her load was shifted and altered to fit the requirements of 7th Fleet vessels engaged in occupation operations. On 26 September, she sailed from Leyte and after weathering a typhoon arrived at Buckner Bay, Okinawa on 4 October 1945.

The dangers and the glories which the crew and the officers of the BUCYRUS VICTORY tasted were part and parcel of these operations. The ship was in Ulithi on 11 March 1945 when three Japanese suicide planes slipped into the anchorage and damaged a heavy carrier. Not only was she there but she was moored alongside a battleship which was in the berth next the stricken carrier. The BUCYRUS had to cast off in the blackout darkness and make her way as best she could out of the way of the fighting ship and of a possible shower of sparks or shells from the burning vessel. During each of her visits to Kerama Retto the BUCYRUS' officers and crew saw ships hit in the anchorage by Kamikaze planes. And several times, the bomb-and-powder-loaded BUCYRUS was in the midst of heavy AA fire directed at attacking planes.

U. S. S. BUCYRUS VICTORY (AK-234)

SHIP'S HISTORY (CON'T)

Her commendation came from Admiral I. N. KILAND, Commander Amphibious Group Seven and S.O.P.A., Kerama Retto. In a letter of commendation to Captain GEISSERT, Admiral KILAND stated as follows:

"I wish to express my appreciation for the excellent services you and those serving under you performed while furnishing logistics at Kerama Retto in support of the operations at Okinawa Gunto. Under trying and difficult circumstances you performed your duty in an outstanding manner and the results of your efforts contributed materially to the success of the operations. The proficiency, skill, and initiative displayed, and the high degree of cooperation shown by yourself, the officers, and men of the BUCYRUS VICTORY were a source of great satisfaction to me as S.O.P.A. (Senior Officer Present Afloat)."

Enclosure (A) to
U.S.S. BUCYRUS VICTORY (AK-234)
Ltr. Serial 256 Date OCT 16 1945