**OPERATIONAL REMARKS**

**(WAR DIARY)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>0400</td>
<td>Moored to port side of Berth #95, San Pedro, California, using six (6) eight (8) inch manila line. Boiler #8 in use for auxiliary purposes. U. S. S. IX-118 moored to Starboard side.</td>
</tr>
<tr>
<td>0800</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>1200</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>1600</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>2400</td>
<td>Moored as before.</td>
</tr>
</tbody>
</table>

Approved:  

Examiner:  

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.
UNITED STATES SHIP "ohana (X-117)"  

Sunday 2nd January 1944

Position  
Lat. 0600 1200 2000
Long.

Zona description: UT

OPERATIONAL REMARKS
(WAR DIARY)

0400 Moored port side of Berth #90, San Pedro, California, using eight (8) six (6) inch manila lines. USS IX-118 moored port side to our starboard side.

0800 Moored as before.

1200 Moored as before

2000 Moored as before

2400 Moored as before.

Approved:

E.H. Smith, Cdr., USNR Commanding Officer

Examined:

E.W. Smith, Lt., USNR Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
**OPERATIONAL REMARKS**

(WAR DIARY)

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<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>0400</td>
<td>Moored port side of berth (3C), San Pedro, California, using eight (8) six (6) inch</td>
</tr>
<tr>
<td></td>
<td>manila lines. U.S.S. IX-118 moored port side to our starboard side. Tiller # 2 in use</td>
</tr>
<tr>
<td></td>
<td>for auxiliary purposes.</td>
</tr>
<tr>
<td>0600</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>1200</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>1600</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>2000</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>2400</td>
<td>Moored as before.</td>
</tr>
</tbody>
</table>

Approved:  

[Signature]

Examined:  

[Signature]

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
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(WAR DIARY)

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<tr>
<th>Time</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>0400</td>
<td>Moored port side to Berth #90, San Pedro, California, using eight (8)</td>
</tr>
<tr>
<td></td>
<td>six (6) inch manila lines. USS IX-118 moored port side to our starboard</td>
</tr>
<tr>
<td></td>
<td>side. No. 2 boiler in use for auxiliary purposes.</td>
</tr>
<tr>
<td>0800</td>
<td>Moored as before</td>
</tr>
<tr>
<td>0830</td>
<td>Commenced pumping ballast into tank No. 2 and tank No. 5. Draft</td>
</tr>
<tr>
<td></td>
<td>forward 14', aft 15'9&quot;.</td>
</tr>
<tr>
<td>0930</td>
<td>Completed taking ballast, Draft forward 14', aft 15'9&quot;.</td>
</tr>
<tr>
<td>1200</td>
<td>Moored as before</td>
</tr>
<tr>
<td>1600</td>
<td>Moored as before</td>
</tr>
<tr>
<td>1730</td>
<td>Commenced loading stores</td>
</tr>
<tr>
<td>1830</td>
<td>Completed loading stores</td>
</tr>
<tr>
<td>2000</td>
<td>Moored as before</td>
</tr>
<tr>
<td>2400</td>
<td>Moored as before</td>
</tr>
</tbody>
</table>

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
OPERATIONAL REMARKS
(WAR DIARY)

0400 Moored port side to Berth #60, San Pedro, California
using six (6) eight (8) inch manila lines, rollers No. 1 and No. 2 in use for steaming purposes. USS IX-118 moored to starboard side.

0700 Made all preparations for getting underway.

0857 USS IX-118 cast off starboard side.

0940 Left Berth #60, underway steering various courses and speeds in channel.

0940 Passed Fermin light abeam starboard, distance 1.6 miles.

1033 Passed through net. Pilot left ship.

1057 Passed Station vessel abeam to starboard.

1108 Sighted Catalina Island on port bow, 11 miles distant.

1300 Arrived in firing area proceeding on various courses and speeds.

1445 Secured from drills. Proceeded to San Pedro harbor at various speeds and courses.

1500 Passed through net.

1920 Let go port anchor.

1930 Anchored in San Pedro Bay area P2. 45 fathoms of chain at water's edge. Mud bottom. Anchor bearings inside breakwater light, 301 degrees true Los Angeles Harbor light 228 degrees true.

1940 Mail boat in channel. Lt. McGehee made trip to MCP.

1945 Boat returned to ship.

2000 Anchored as before.

2400 Anchored as before.

Approved: 

Examinied: 

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
OPERATIONAL REMARKS
(WAR DIARY)

0400 Anchored in San Pedro Bay, Area P2 (1), San Pedro (2) with 45 fathoms of chain to the port anchor on the following bearings. Inside breakwater light 301 degrees true Los Angeles Harbor Light 228 degrees True. Two boilers in use for auxiliary purposes.

0800 Anchored as before. Made all preparations for getting underway.

0840 Anchor aweigh.

0842 Underway at various speeds and courses.

0905 Passed through net.

0925 Passed through breakwater.

1200 Steaming on course 267 degrees PCC True at standard speed 11 knots.

1300 Changed course to 076 degrees PCC at standard speed.

1748 Stop - Pilot Dickson, G.E., Lt(jg). USNR came aboard.

1750 Proceeded to half speed.

1830 Passed through net and steamed into San Pedro Harbor on various speeds and courses conforming to channel. Pilot at stern, Captain and Navigator on bridge.

1840 Let go port anchor on 45 fathoms of chain to water's edge. Mud bottom.


2000 Anchored as before.

2400 Anchored as before.

Approved:

Examined:

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
**OPERATIONAL REMARKS**

**WAR DIARY**

0400 Anchored in Berth B-1, San Pedro Bay, San Pedro, California, with 45 fathoms of chain to port anchor on the following bearings, Los Angeles Harbor Light 226 degrees True inside Breakwater Light 350 degrees True. Two helmsmen in use for auxiliary purposes.

0600 Anchored as before. Made all preparations for getting underway.

0920 Anchors aweigh, slow ahead. Proceeded at various speeds and courses.

0940 Passed through net

0942 Passed through breakwater

1015 Changed speed one half ahead due to limited visibility.

1104 Changed course to 240 degrees T - F12

1110 Commenced steering various courses and speeds to complete series of runs over measured mile.

1200 Steamed as before on various courses and speeds over measured mile on speed trials.

1330 Finished runs over measured mile, steamed various courses and speeds.

1712 Stopped. Picked up Olson, B. S. Lt., USNR, Pilot.

1755 Passed through Breakwater into Los Angeles Harbor. Captain and Navigator on bridge.

1812 Anchored in Area O-1, San Pedro Bay, California. 45 fathoms of chain to port anchor. Mud bottom. Bearings inside Breakwater Light 229 degrees T. East Entrance Light 338 degrees.

1925 Well boat left For 00H

2000 Well boat returned to ship

2000 Anchored as before

2400 Anchored as before

Approved:  
Cdr. C. D. Smith, USNR Commanding Officer.

Examined:  
Cdr. E. D. Smith, USNR Navigator.
OPERATIONAL REMARKS
(WAR DIARY)

0400 Anchored in berth 0-1, San Pedro Bay, California, with
48 fathoms of chain to port anchor on the following beari-
ings Los Angeles Harbor Light 328 degrees T. Inside break-
water light 360 degrees T. Two boilers in use for auxiliary
purposes.

0500 Anchored as before. Made all preparations for getting underway

0600 Anchor aweigh, slow speed ahead. Underway at various speeds and
courses

0731 Passed through nets

0935 Passed through breakwater

0946 Took departure at set course 236 degrees T., PSC

1141 With right tangent, Catalina Island, abreast to port. Changed
course to 240 degrees T., PSC

1200 Steaming as before on various courses and speeds, 240 degrees T., PSC

1516 Commenced discharging ballast from double bottoms 51 and 52

1600 Steaming on various courses and speeds proceeding to San Pedro Bay.
Pilot took control. Captain and Navigator on bridge.

1930 Moored portside to berth #230, Terminal Island, using eight (8) six (6)
inch manila lines. Boiler #1 in use for auxiliary purposes.

2000 Moored as before

2100 Moored as before

Approved:

Examined:

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
UNITED STATES SHIP  GEORGEK (IX-117)  Sunday  9th January, 1944

Zone description

Position  0800  1200  2000
Lat.
Long.

OPERATIONAL REMARKS
(WAR DIARY)

0145  Completed discharging ballast.

0310  Commenced loading cargo fuel.

0400  Moored port side to Berth 238, Terminal Island, San Pedro, California with (8) eight (8) six inch manila lines. Boiler No. 1 in use for auxiliary purposes.

0800  Moored as before.

1010  Knocked off loading fuel.

1110  Resumed cargo loading.

1200  Moored as before.

1400  Finished taking aboard 30 tons of Fresh Water.

1500  Moored as before. Continued cargo operation.

1610  Dry Stores loaded aboard.

1734  Finished loading cargo - diesel oil. 60,869 barrels.

1014  Fresh provisions taken aboard.

2200  Completed topping off cargo tanks.

2320  Lighted No. 2 boiler.

Approved:  
A. H. Kissinger, Cdr., USNR  
Commanding Officer.

Examined:  
E. H. Smith, Lt., USNR  
Navy Yard.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
PART III
CONFIDENTIAL

UNITED STATES SHIP GEMSEO (IX-117)

Position 0800 1200 2000
Lat.
Long.

OPERATIONAL REMARKS
(WAR DIARY)

0004 Hoisted port side to berth 239, Los Angeles Harbor with 8" and 6" manila lines. Boiler No. 2 in use for getting underway.

0230 Started Master Gyro Compass

0400 Hoisted as before

0720 Made all preparations for getting underway

0840 Left berth 239, proceeded at various speeds and courses. Pilot at controls. Captain and Navigator on bridge.

1004 Passed through net

1010 Passed through Breakwater

1050 Set and energized Depaussing coils, setting 115, commenced maneuvering on various courses and speeds on run through Depaussing range on South run.

1240 Commenced maneuvering to make North run through Depaussing range.

1207 Passed through Depaussing range on Northern run

1213 Began maneuvering at various courses and speeds to affect Radio Direction Finder calibrations.

1218 Completed Radio Direction Finder calibrations

1259 Commenced swinging ship for compass calibrations.

1410 Completed compass calibrations

1615 Steered at various speeds and courses to Los Angeles Harbor

1505 Passed Breakwater

1620 Anchored in FOX eight, Los Angeles Harbor, 48 fathoms chain on port anchor to water's edge. 6 fathoms of water. Used bottom. Anchor bearings inside Breakwater light 10 degrees T., outside Breakwater light 128 degrees T.

2000 Anchored as before

2400 Anchored as before

Approved: 
Y. H. Keating, CDR., USN Commanding Officer.

Examined: 
E. W. Smith, Lt., USN Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
OPERATIONAL REMARKS
(WAR DIARY)

0000 - 0400 Anchored in FOX 8 San Pedro Bay with 45 fathoms of chain to the port anchor on the following bearings:
Breakwater Light 015 degrees T. Inside Breakwater Light 125 degrees T. Boiler No. 1 in use for auxiliary purposes.

0400 - 0600 Anchored as before.

0600 - 1200 Anchored as before. Ship's running boat making trips to MAB on schedule.

1135 U. S. Navy Tug YMT 27 came alongside with 3 civilians (Electricians to repair ship's running lights; also delivered on board 4 lengths of 8" oil hose)

1200 - 1800 Anchored as before.

1500 Commenced loading ammunition from Navy Barge 752. All safety precautions taken.

1800 Finished loading ammunition.

1800 - 2000 Anchored as before.

2000 - 2400 Anchored as before.
**OPERATIONAL REMARKS**

**WAR DIARY**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>0000 - 0400</td>
<td>Anchored in Berth FOX B, San Pedro Bay, California with 45 fathoms of chain to the port anchor and the following bearings, inside breakwater light 015 degrees T, outside breakwater light 125 degrees T. No. 1 boiler in use for auxiliary purposes.</td>
</tr>
<tr>
<td>0400 - 0800</td>
<td>Anchored as before</td>
</tr>
<tr>
<td>1200 - 1600</td>
<td>Anchored as before</td>
</tr>
<tr>
<td>1230</td>
<td>Made all preparations for getting underway</td>
</tr>
<tr>
<td>1330</td>
<td>Underway from Berth FOX B, San Pedro Bay, California on various courses and speeds conforming to channel. Captain at controls. Executive Officer on bridge.</td>
</tr>
<tr>
<td>1407</td>
<td>Passed Breakwater. Took departure</td>
</tr>
<tr>
<td>1435</td>
<td>Set course 243 degrees T, PGC advanced to standard speed, 11.5 knots, 16 revolutions.</td>
</tr>
<tr>
<td>1600 - 2000</td>
<td>West Point of Santa Catalina Island abeam on port side 8 miles distant. Changed course at 243 degrees T, PGC</td>
</tr>
<tr>
<td>1850</td>
<td>Changed course at 252 degrees T, PGC</td>
</tr>
<tr>
<td>2000 - 2400</td>
<td>Steaming as before</td>
</tr>
<tr>
<td>2025</td>
<td>Changed course to 252 degrees T, PGC</td>
</tr>
</tbody>
</table>

**Approved:**

A.H. KOOSTRA, Comdr, USNR
Conciliating Officer

**Examined:**

E.W. SMITH, Lt., USNR
Navigator

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of each operation or at the end of the calendar month.
UNITED STATES SHIP GLOSSO (IX-117)  
Thursday, January 13, 1944

Position 0800 1200 2000

Lat.  36° 50' N  122° 55' W
Long.  122° 55' W

Zone description 8

OPERATIONAL REMARKS
(WAR DIARY)

0000 - 0400  Steaming on course 261 degrees T, PG at standard speed 11.5 knots, 73.5 revolutions. Boiler No. 1 & 2 in use for steaming purposes

0400 - 0800  Steaming on course 261 degrees T, PG at standard speed 11.5 knots, 73.5 revolutions. Boilers No. 1 & 2 in use for steaming purposes

0800  Commenced zig-zagging on various courses

0800 - 1200  Steaming and zig-zagging as before

1150  Made daily routine inspection of magazine spaces and smokeless powder samples. Conditions normal.

1200 - 1600  Steaming as before on base course 261 degrees T, PG at standard speed 11.5 knots, 73 revolutions, zig-zagging on various courses.

1400  Retarded clocks to 7.5 Time Zone

1600 - 2000  Steaming as before zig-zagging at standard speed 11.5 knots, 73.5 revolutions

1800  Changed course to 267 degrees T, PG, and discontinued zig-zagging

2000 - 2400  Steaming as before at standard speed. Average RPM 71.4

Approved:  
E. W. Smith, Lt., USNR  
Commanding Officer

Examined:  
E. W. Smith, Lt., USNR  
Navigator

To be forwarded direct to the Commander in Chief, E. S. Fleet, either at end of an operation or at the end of the calendar month.
UNITED STATES SHIP GEMSBOK (IX-117)    FRIDAY, 14 JANUARY, 1943

Position 68°00'  1200  2000
Lat. 31° - 31° N
Long. 127° - 69° W

ZONE DESCRIPTION

OPERATIONAL REMARKS
(WAR DIARY)

0000 - 0400 Steaming on course 257 degrees T, PGC, at standard speed, 11 knots, 751 RPM. Boilers No. 1 & 2 in use for steaming purposes.

0400 - 0800 Steaming as before at standard speeds 11 knots. Average RPM 751. No. 1 & 2 boilers in use for steaming purposes.

0730 Changed course to 257 degrees T, PGC and 231 PEO

0800 - 1200 Steaming as before at standard speed, 11 knots

1100 Routine daily inspection of magazine spaces and smokeless powder samples. Conditions satisfactory. Average RPM: 71.8

1000 Tested Fire Alarm System. Test satisfactory

1600 - 2000 Steaming as before on standard speed, 11 knots. 72 RPM. No. 1 & 2 boilers in use for steaming purposes.

2000 - 2400 Steaming as before on standard speed, 11 knots, 73.7 RPM

Approved: E. W. Smith, Lt., USNR    Examiner:
A. H. Kooistra, Cdr., USNR, Commanding Officer

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<table>
<thead>
<tr>
<th>Position</th>
<th>1200</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lat.</td>
<td>22° 46' W</td>
<td></td>
</tr>
<tr>
<td>Long.</td>
<td>13° 11' W</td>
<td></td>
</tr>
</tbody>
</table>

**OPERATIONAL REMARKS**

(WAR DIARY)

0000 - 0400 Steaming on course 249 degrees T, FGC at standard speed 11 knots, 75 RPM. Boilers No. 1 & 2 in use for steaming purposes.

0400 - 0800 Steaming as before

0800 - 1200 Steaming as before

1200 - 1600 Steaming as before

1310 Changed course to 180 degrees T, FGC

1600 - 2000 Steaming as before

2000 - 2400 Steaming as before

Approved:

Examined:

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OPERATIONAL REMARKS
(WAR DIARY)

0000 - 0400  Steaming on course 260 degrees T, PGC at standard speed, 11.5 knots, 18 knots. Boilers No. 1 & 2 in use for steaming purposes

0400 - 0800  Steaming as before on course 260 degrees T, PGC

0800 - 1200  Steaming as before on course 260 degrees T, PGC

1200 - 1600  Steaming as before on course 260 degrees T, PGC

1600 - 2000  Steaming as before on course 260 degrees T, PGC

2000 - 2400  Steaming as before on course 260 degrees T, PGC

Approved:  
Reed, S. W.
A. H. Kooistra, Cdr., USNR Commanding Officer

Examined:  

E. W. Smith, Lt., USNR
Navigator

To be forwarded direct to the Commander-in-Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
OPERATIONAL REMARKS
(WAR DIARY)

0000 - 0400 Steaming on course 248 degrees T, FOC, at standard speed, 11.1 knots, 73 RPM. Boilers No. 1 & 2 in use for steaming purposes.

0400 - 0800 Steaming as before on course 248 degrees T, FOC, 73 RPM

0800 - 1200 Steaming as before on course 248 degrees T, FOC 72.8 RPM

1200 - 1600 Steaming as before on course 248 degrees T, FOC 73.1 RPM at standard speed, 11.5 knots.

1310 Changed course to 249 degrees T, FOC

1600 - 2000 Steaming as before on course 248 degrees T, FOC 73.1 RPM

2000 - 2400 Steaming as before on course 248 degrees T, FOC 72.6 RPM

Approved:                    Examined:

A. H. KOOSTRA, Cdr., USNR  E. W. SMITH, Lt., USNR
Commanding Officer.         Navigator.
OPERATIONAL REMARKS
(WAR DIARY)

0400 - 0400 Steaming on course 249 degrees T., PGC at standard speed. RPM 75. Boilers No. 1 & 2 in use for steaming purposes.

0400 - 0800 Steaming as before on course 249 degrees T., PGC

E.W. Smith

0800 - 1200 Steaming as before on course 249 degrees T., PGC

E.W. Smith

0839 Changed course to 247 degrees, PGC

1200 - 1800 Steaming as before on course 247 degrees, PGC, 248 degrees T

1330 Retarded clocks 20 minutes

1600 - 2000 Steaming as before on course 247 degrees, PGC, 248 degrees T.

1755 Stopped engines to repair oil pump

1825 Full ahead. 25 minutes delay

E.W. Smith

2000 - 2400 Steaming as before on course 247 degrees, PGC, 248 degrees T.

E.W. Smith
OPERATIONAL REMARKS
(WAR DIARY)

00 - 04 Steaming on course 248 degrees T, PGC, at standard speed 11.5 knots, RPM 73. Boilers No. 1 & 2 in use for steaming purposes.

04 - 06 Steaming as before on course 248 degrees T, PGC

08 - 12 Steaming as before, RPM 73.1

12 - 16 Steaming as before on course 248 degrees T, 247 PGC

1310 Changed course to 254 degrees T, PGC

1330 Retarded clocks 12 minutes

16 - 20 Steaming as before on course 254 degrees T, PGC, standard speed 11.5 knots, RPM 73.1

1915 Changed course to 257 degrees T, 256 PGC.

20 - 24 Steaming as before 257 degrees T, 256 PGC, RPM 73.1

Approved:

Examined:

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<tr>
<td>0000</td>
<td>Steaming on course 256° T.P.G.C. at standard speed 11.5 knots 73 R.P.M. Boilers No. 1 and 2 in use for steaming purposes.</td>
</tr>
<tr>
<td>0307</td>
<td>Stopped engines due to casualty to main circulating pump.</td>
</tr>
<tr>
<td>0335</td>
<td>Emergency repairs completed and underway at standard speed.</td>
</tr>
<tr>
<td>0400</td>
<td>Steaming as before.</td>
</tr>
<tr>
<td>0440</td>
<td>Changed course to 265° T.P.G.C.</td>
</tr>
<tr>
<td>0500</td>
<td>Commenced zig zagger on various courses. R.P.M. 78.8</td>
</tr>
<tr>
<td>0800</td>
<td>Steaming as before.</td>
</tr>
<tr>
<td>0810</td>
<td>Discontinued zig zagger.</td>
</tr>
<tr>
<td>0812</td>
<td>Change course to 213° P.G.C.</td>
</tr>
<tr>
<td>0850</td>
<td>Commenced maneuvering at various courses and speeds, standing into harbor.</td>
</tr>
<tr>
<td>1030</td>
<td>Special sea detail.</td>
</tr>
<tr>
<td>1137</td>
<td>Passed buoy No. 1 entering Pearl Harbor.</td>
</tr>
<tr>
<td>1200</td>
<td>Steaming as before.</td>
</tr>
<tr>
<td>1228</td>
<td>Moored starboard side to U.S.S. IX-116 using 5-6&quot; manila lines and two mooring wires to buoys in Berth Xray - 18 Pearl Harbor, T.H. Boiler No. 1 in use for auxiliary purposes.</td>
</tr>
<tr>
<td>1600</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>2000</td>
<td>Moored as before.</td>
</tr>
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</table>
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**WAR DIARY**

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<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 4</td>
<td>Moored at Eddy Xrey - 18 Pearl Harbor with a wire forward to buoy and a wire aft to buoy. Starboard side to U.S.S. LKA-116 with 6 - 8&quot;, two lines forward three lines aft. No. 182 boilers in use for auxiliary purposes.</td>
</tr>
<tr>
<td>4 - 8</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>8 - 12</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>0911</td>
<td>Water barge #TC79 alongside. Received 1329 tons of fresh water.</td>
</tr>
<tr>
<td>1100</td>
<td>Water barge left.</td>
</tr>
<tr>
<td>12 - 16</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>15 - 20</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>20 - 24</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>2100</td>
<td>Commenced loading oil drums.</td>
</tr>
</tbody>
</table>

Approved:  

Examinined:  

---

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**OPERATIONAL REMARKS**

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<th>Event Description</th>
</tr>
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<tbody>
<tr>
<td>0000</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>0200</td>
<td>Completed loading cargo of lubricating oil and gasoline having received one hundred barrels lube oil and two hundred barrels aviation gasoline.</td>
</tr>
<tr>
<td>0400</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>0600</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>0615</td>
<td>Started gyro compass.</td>
</tr>
<tr>
<td>1115</td>
<td>Routine inspection of magazines spaces and smokeless powder samples. Condition normal.</td>
</tr>
<tr>
<td>1200</td>
<td>Moored as before.</td>
</tr>
<tr>
<td>1300</td>
<td>Made all preparations for getting underway.</td>
</tr>
<tr>
<td>1446</td>
<td>Underway from Pearl Harbor, steaming on various courses and speed conforming to channel. Turned on M plus 90 degaussing coils.</td>
</tr>
<tr>
<td>1646</td>
<td>Passed entrance buoy No. 1 on starboard beam. Took departure.</td>
</tr>
<tr>
<td>1715</td>
<td>Set basic course 217° T P.G.C.</td>
</tr>
<tr>
<td>1851</td>
<td>Changed course to 223° T P.G.S. R.P.M. 57.</td>
</tr>
<tr>
<td>2000</td>
<td>Steaming on basic course.</td>
</tr>
<tr>
<td>2130</td>
<td>Secured degaussing coils.</td>
</tr>
</tbody>
</table>

---

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
**OPERATIONAL REMARKS (WAR DIARY)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 4</td>
<td>Steaming on course 220° T, FOC at standard speed 9.0 knots, RPM 51, in company with Task Group 51.5 boilers No. 1 &amp; 2 in use for steaming purposes.</td>
<td></td>
</tr>
<tr>
<td>0130</td>
<td>Changed course to 253° T, FOC.</td>
<td></td>
</tr>
<tr>
<td>4 - 8</td>
<td>Steaming as before RPM 54.</td>
<td></td>
</tr>
<tr>
<td>8 - 12</td>
<td>Steaming as before.</td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>Commenced zigzagging in accordance Plan 10 average RPM 54.4.</td>
<td></td>
</tr>
<tr>
<td>12 - 16</td>
<td>Steaming as before on course 253° T, FOC.</td>
<td></td>
</tr>
<tr>
<td>1330</td>
<td>Changed course to 253° T, FOC.</td>
<td></td>
</tr>
<tr>
<td>16 - 20</td>
<td>Steaming as before on base course 253° T, FOC.</td>
<td></td>
</tr>
<tr>
<td>1840</td>
<td>Discontinued zigzagging RPM 55.6.</td>
<td></td>
</tr>
<tr>
<td>20 - 24</td>
<td>Steaming as before RPM 54.2.</td>
<td></td>
</tr>
</tbody>
</table>

**Approved:**

![Signature]

A. H. KOOISTRA, Comdr, USN

**Examined:**

![Signature]

E. W. SMITH, Lt., USNR

Navigator.

*To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.*
OPERATIONAL REMARKS
(WAR DIARY)

0 - 4 Steaming on course 282° T, P.G.C. at standard speed.
9 knots R.P.M. 51, in company with Task Group 61.5.
Boilers No. 1 & 2 in use for steaming purposes.

4 - 8 Steaming at standard speed on course 282° T, P.G.C.

0700 Commenced zigzagging according to Plan 11.

8 - 12 Steaming and zigzagging as before.

0832 Changed course to 250° T, P.G.C. R.P.M. 54.3.

12 - 16 Steaming and zigzagging as before on base course 250° T.
P.G.C.

1445 Changed speed to two thirds.

1500 Retarded clocks 30 minutes.

1610 Resumed standard speed.

16 - 20 Steaming on base course 250° T, P.G.C.

1630 Ceased zigzagging, R.P.M. 87.2.

20 - 24 Steaming as before R.P.M. 57.7.

Approved:

Examinied:

A. H. KOOLSTRA, Comdr, USN.

E. W. SMITH, Lt., USNR.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
### PART III

**CONFIDENTIAL**

UNITED STATES SHIP _GENSBOK (IX-117)_

**Tuesday 25 January 1944**

<table>
<thead>
<tr>
<th>Zone description</th>
<th>1411</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Position</th>
<th>0800</th>
<th>1200</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lat.</td>
<td>171° 30' N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long.</td>
<td>167° 20' W</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**OPERATIONAL REMARKS**

*WAR DIARY*

0 - 4 Steaming on course 260° T, F.O.C. at standard speed 9 knots. R.P.M. 51, in company with Task Group 51.5. Boilers No. 1 & 2 in use for steaming purposes.  

4 - 8 Steaming as before.  

0645 Commenced zigzagging in accordance with plan 10. R.P.M. 56.7.  

8 - 12 Steaming and zigzagging as before. R.P.M. 57.1  

12 - 16 Steaming and zigzagging as before.  

16 - 20 Steaming and zigzagging as before. Retarded ship's clocks 30 minutes to conform with hll zone time.  

1735 Changed course to 252° T. F.O.C.  

1830 Ceased zigzagging, R.P.M. 58.1.  

20 - 24 Steaming as before. R.P.M. 58.8.

---

**Approved:**  

A. H. ROGERS, Comdr., USN (Commanding Officer) 

**Examined:**  

E. W. SMITH, Lt., USN (Navigator)  

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
OPERATIONAL REMARKS
(VAR DIARY)

0 - 4 Steaming on course 263° T, P.G.C. at standard speed 9 knots, R.P.M. 57.5 in company with Task Group 51.6. Boilers in use for steaming purposes.

4 - 8 Steaming as before.

0630 Commenced zigzagging in accordance with plan II.

0740 Changed course to 250° T, P.G.C. R.P.M. 56.2.

0751 Made starboard emergency turn to evade possible torpedo attack.

E. W. Smith

08 - 12 Steaming and zigzagging as before. R.P.M. 56.5.

12 - 10 Steaming as before.

1300 Changed course to 246° T, P.G.C. R.P.M. 57.

16 - 20 Steaming as before.

1900 Ceased zigzagging. R.P.M. 56.6.

E. W. Smith

20 - 24 Steaming as before. R.P.M. 56.7.

E. W. Smith
PART III  
CONFIDENTIAL  

UNITED STATES SHIP GUEMBOY (IX-117)  

Thursday  27 January, 1944

Position  6800  1200  2000

Lat.  15° - 26' N
Long.  175° - 02' W

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OPERATIONAL REMARKS  
(WAR DIARY)

0 - 4  Steaming on course 248° T, P.O.C. at standard speed 9 knots, in company with Task Group 51.5. Boilers No. 1 & 2 in use for steaming purposes.

4 - 8  Steaming as before.

0920  Commenced zigzagging in accordance with plan 10.

0745  Reduced speed to 2/3rd 7.5 knots. R.P.M. 54.9.

---

8 - 12  Steaming and zigzagging as before.

0910  Ceased zigzagging and returned to base course 248° T, P.O.C.

1030  Commenced zigzagging using plan 8, R.P.M. 50.

12 - 16  Steaming and zigzagging as before.

1316  Ceased zigzagging.

1350  Changed course to 228° T.

1402  Made emergency 45° turn to port.

1425  Resumed base course 248° T, P.O.C.

1425  Commenced zigzagging to plan 8.

16 - 20  Steaming as before.

1640  Changed speed to standard 9 knots.

1830  Ceased zigzagging, R.P.M. 54.9.

20 - 24  Steaming as before R.P.M. 56.5.

---

Approved:  

Examined:

A.M. KOOLSTRA, Comdr. USNR, Commanding Officer.  
E. W. SMITH, Lt., USNR, Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
UNITED STATES SHIP  

Position

0600 1200 2000

Lat. 14° - 10' W
Long. 17° - 28' W

OPERATIONAL REMARKS
(WAR DIARY)

0 - 4  Steaming on course 249° T. P.G.C. at standard speed 9 knots, R.P.M. 57 in company with Task Group 51.6. Boilers Nos. 1 & 2 in use for steaming purposes.

4 - 8  Steaming as before.

0830  Commenced zigzagging in accordance with plan 6. R.P.M. 57.5.

0830  Commenced zigzagging in accordance with plan 6. R.P.M. 57.5.

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0830  Commenced zigzagging in accordance with plan 6. R.P.M. 57.5.

8 - 12  Steaming and zigzagging as before.

1122  Ceased zigzagging, reduced speed to 1/3.

1126  Changed speed to standard, commenced zigzagging using plan 16. R.P.M. 56.

12 - 16  Steaming as before.

1415  Ceased zigzagging on leg 1. 288° T. P.G.C.

1446  Column maneuvered to course 249° T. P.G.C.

1453  Emergency turn 45° to port.

1456  Emergency turn 45° to starboard.

1530  Column turned right, commenced zigzagging to plan 14.

16 - 20  Steaming as before.

1605  Changed course to 249° T. P.G.C. and reduced speed 2/3, 7.5 knots, R.P.M. 47, ceased zigzagging.

1645  Resumed base course and commenced zigzagging on plan 14. R.P.M. 47.2.

20 - 24  Steaming as before R.P.M. 46.7.

Approved:

Examined:

A.H. KOGISHA, Comdr., USSH Commanding Officer  E.W. SMITH, Lt., USNR. Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.
PART III
CONFIDENTIAL

UNITED STATES SHIP GEMBAK (IX-117)

Position 0800 1200 2000

Lat. 130° 11' N
Long. 170° 13' E

OPERATIONAL REMARKS
(WAR DIARY)

0 - 4 Steaming on course 240° T., P.G.C., at 2/3 speed 7.5 knots R.P.M. 47 in company with Task Group 51.3. Boilers Nos. 1 & 2 in use for steaming purposes. Average R.P.M. 44.0.

4 - 8 Steaming as before.

0546 Commenced zigzagging in accordance plan 10.

0640 Advanced speed to standard 9 knots, R.P.M. 48.4.

8 - 12 Steaming and zigzagging as before.

1000 Changed zigzagging to plan 21, average R.P.M. 52.7.

12 - 16 Steaming as before on course 248° T., 240° P.G.C. Zigzagging in accordance to plan 21.

1400 Ceased zigzagging.

1406 Turned right 90°.

1412 Turned left 90°.

1419 Turned left 90°.

1421 Turned right 90°.

1436 Changed course to 218° T., P.G.C.

1440 Changed course to 246° T., 240° P.G.C.

1451 Resumed zigzagging according to plan 10, average R.P.M. 52.6.

16 - 20 Steaming as before and zigzagging to plan 10.

1845 Ceased zigzagging and resumed base course 246° T., P.G.C.

1900 Commenced zigzagging in accordance with plan 10 Average R.P.M. 54.3.

20 - 24 Steaming and zigzagging as before.

2215 Ceased zigzagging and returned to base course 248° T., P.G.C., average R.P.M. 55.9.

Approved:

Examined:

A.H. Koelsch, Commander, USSR.

E. W. Smith, Lt., USNR.

Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at the end of an operation or at the end of the calendar month.
OPERATIONAL REMARKS
(WAR DIARY)

0 - 4  Steaming on course 240° T 240° P.G.C. standard speed 9
knots, R.P.M. 57 in company with Task Group 51.6.
Boilers No. 1 & 2 in use for steaming purposes. Average
R.P.M. 54.4.

4 - 8  Steaming as before.
0600  Commenced zigzagging on plan 18, Average R.P.M. 54.1.

8 - 12 Steaming and zigzagging as before.
1135  Ceased zigzagging and resumed base course.
1140  Commenced zigzagging using plan 16, average R.P.M. 53.8.

12 - 16 Steaming and zigzagging as before.
1343  Executed 45° turn to right.
1346  Executed 90° turn to right.
1352  Executed 60° turn to left.
1357  Executed 60° turn to left.
1402  Executed 15° turn to left.
1409  Executed 90° turn to left.
1415  Column movement to 240° T, P.G.C.
1427  Column movement 50° to right.
1443  Column movement to course 255° T, 254° P.G.C.
1500  Commenced zigzagging according to plan 6.

16 - 20 Steaming and zigzagging as before.
1900  Changed zigzag plan to No. 10, average R.P.M. 50.4

20 - 24 Steaming and zigzagging as before.
2315  Ceased zigzagging, average R.P.M. 50.4.

Approved:  
E. M. Smith
E. W. Smith, Lt., USNR.  
Navigator.

To be forwarded direct to the Commander in Chief, U.S. Fleet, either at end of operation or at the end of the calendar month.
UNITED STATES SHIP  OMBUSBOX (IX-117)  

Zone description  12

Position  1200

Int.  115° 02' N
Long.  174° 32' E

OPERATIONAL REMARKS
(WAR DIARY)

0 - 4 Steaming on course 253°T, 284° P.G.C. at 9/2 speed, R.P.M. 47, 7.8 knots in company with Task Group 51.5.  Boilers No. 1 & 2 in use for steaming purposes.

4 - 6 Steaming as before.

0600 Commenced zigzagging in accordance with plan 2. Average r.p.m. 44.5.

0800 Changed course to 264° T, P.G.C.

0818 Commenced zigzagging using plan 50. Average R.P.M. 40.1.

12 - 16 Steaming and zigzagging as before.

1253 Ships right 60°.

1358 Ships right 60°.

1402 Ships right 60°.

1413 Commenced zigzagging according to plan 14.

1437 Ceased zigzagging, resumed course 064° T, P.G.C.

1450 Ships right 30°.

1503 Ships left 40°.

1509 Ships right 45°.

1514 Ships right 60°.

1527 Ships right 60°, resumed base course 264° T, P.G.C.

1535 Ships commenced zigzagging using plan 50 Average R.P.M. 47.8.

16 - 20 Steaming and zigzagging as before.

1920 Changed zigzag plan to 15, R.P.M. 47.2.

20 - 24 Steaming and zigzagging as before, Average R.P.M. 46.

Approved:  

Examined:  

A.G. KOHIBTHA, Comdr., USNR  

E.W. SMITH, Lt., USNR  

To be forwarded direct to the Commander-in-Chief, U.S. Fleet, either at end of an operation or at the end of the calendar month.  

31-31767  

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