

Contributed by Frank Gerhardt

CONFIDENTIAL

WAR DIARY

U.S.S. ALMAACK (AKA10)

From February 1, 1943 to February 28, 1943.

U.S.S. ALMAACK (AKA10)

CONFIDENTIAL  
AKA10/A12

February 1 - 28, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.

McLean  
Comdr USN



F28

Reg. No.	296
U.S. No.	<del>05043</del> 05041

CONFIDENTIAL

WAR DIARY

U.S.S. ALMAACK (AKA-10)

From March 1, 1943 to March 31, 1943

COMMANDER IN CHIEF  
U.S. FLEET  
RECEIVED

1943 MAY 29 16 14



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U.S.S. ALMAACK (AKA-10)

05041

CONFIDENTIAL  
AKA10/A12

March 1, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.

HBW

J

U.S.S. ALMAACK (AKA-10)

05041

CONFIDENTIAL  
AKA10/A12

March 2, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 1506 Underway in tow from berth to dry dock.  
1542 Entered Dry dock No. 1, H.M. Dockyard, Gibraltar, B.C.C. 1554 Moored in Drydock No. 1, H.M. Dockyard, Gibraltar, B.C.C.

Stan

U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 3, 1943.

- (1) ALMAACK Under orders Senior Naval Officer, Gibraltar. Awaiting temporary repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 0910 Caisson in place in dry dock. 0950 Commenced pumping water from dry dock. 1430 Ship resting on keel blocks of dry dock. 1700 As water was lowered in engine room, portions of bodies of four missing men were located. Due to the condition of the bodies, positive identification was impossible. The remains of the bodies were removed from ship and sent to North Gate Mortuary in H.M. Dockyard for temporary keeping until proper burial arrangements completed.

How

U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 4, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs, necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 0800 Commenced temporary repair of hull.  
1000 Funeral services were held at sea for the remains of four men found in engine room upon docking. Positive identification was impossible and it was assumed that the remains were of the following men previously reported missing:  
Brown, G. K., F3c, 620 11 60, V-6, USNR; Keefe, F. A. Jr. Flc, 405 11 62, O-1, USNR; Kramer, H. J., MM2c, 404 86 22, O-1, USNR; and Virgilio, D., F2c, 406 91 44, M-1, USNR.

Stran

U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 4 - 17, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs, necessitated by torpedo hit in port side of engine room.

SPW

U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 18, 1943.

- (1) ALMAACK under orders Senior Naval Officer, Gibraltar. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs, necessitated by torpedo hit in port side of engine room.
- (2) In accordance with Senior Naval Officer, Casablanca 051615 of March 1943; ALMAACK reported for temporary duty to Commander U.S. Naval Forces North West African Waters.

Heu

U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 19 - 28, 1943.

- (1) ALMAACK under temporary orders Commander U.S. Naval Forces, Northwest African Waters. Docked in Number One dry dock, H.M.Dockyard, Gibraltar undergoing temporary hull repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4)
- (5) In accordance with Commander U.S. Naval Forces Northwest African Waters 211250/A of March, 1943 unloaded the following ammunition: 14,580 rounds .30 cal. AP; 5,520 rounds .30 cal. tracer; 8,665 rounds .30 cal. ball; 9,000 rounds .30 cal. belted ball; 1,000 rounds .30 cal. belted tracer; 13,150 rounds .50 cal. AP; 2,100 rounds .50 cal. tracer; 3,210 rounds .50 cal. belted AP; 535 rounds .50 cal. belted tracer; 2,000 rounds .45 cal. Ball; 28,980 rounds 20MM HET; 29,820 rounds 20MM HE; 13 5"51 cal. charges, target; 13 5"51 cal. projectiles, target; 146 5"51 cal. charges, service; 148 5"51 cal. projectiles, service; 492 3"50 cal. cartridges, service; 72 3"50 cal. cartridges, A.A. target; 1 replacement sample SPD 2503; 417 lock combination primers. Ammunition delivered to Flag Officer Commanding, Gibraltar.

WJW



U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 29 - 30, 1943.

- (1) ALMAACK under temporary orders Commander U.S. Naval Forces NorthWest African Waters. Docked in Number One dry dock, H.M.Dockyard, Gibraltar undergoing temporary hull repairs necessitated by torpedo hit in port side of engine room.

Hea

U.S.S. ALMAACK (AKA-10)

CONFIDENTIAL  
AKA10/A12

March 31, 1943.

- (1) ALMAACK under temporary orders Commander U.S. Naval Forces Northwest African Waters. Docked in Number One dry dock, H.M. Dockyard, Gibraltar undergoing temporary hull repairs necessitated by torpedo hit in port side of engine room.
- (2)
- (3)
- (4) 0830 Completed temporary repairs to hull. Commenced flooding dry dock. 0940 Ship afloat. 1030 Completed flooding dry dock. Draft forward 14'3" Aft 17'6". 1125 Underway in tow, ship clear of dry dock. 1220 Moored in berth 43, Admiralty Harbor, Gibraltar, B.C.C.

ABW



N. Form. 100  
(Revised July 1942)

CONFIDENTIAL

CONFIDENTIAL

WAR DIARY

3408  
05177  
F28

# DECK LOG BOOK

U. S. S. ALBATROSS (AKA-10)

Month of April, 19 43

RECEIVED  
ADMIRALTY  
APR 31 15 12

CONFIDENTIAL

49747

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

05177

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April, 1, 1943

00-04

Moored port side to at berth 43, Gibraltar, B.C.C. Diesel generators in use for lighting purposes.

*J. T. Brugger Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Brugger Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

08-12

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. Navy Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

05177

U. S. S. U.S.S. ALMAACK (AKA-10) ZONE -1

Date April 2, 1943. 19

00-04

Moored port side to in berth 43, at Gibraltar, B.C.C. Diesel generators in use for lighting and power.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

12-16

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

E. E. McNavigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

Zone -1

Date April 30 1957 7710

00-04

Moored port side to dock in berth 43 at Gibraltar, B.C.C.  
Diesel generators in use for lighting and power.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

08-12

Moored as before. 1102 Under tow in accordance with orders of  
Captain of Dockyard to berth 4. 1155 Moored in berth 4 by starboard  
anchor chain to forward buoy and by wire to after buoy.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. Navy Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 4, 1943. 03177

00-04

Moored in berth #4 at Gibraltar, B.C.C. Diesel generators in use for lighting and power.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12

Moored as before. 0802 H.M.S. OASIS made fast along port side to supply steam to ALMAACK.

*R. W. Orlins*  
R. W. ORLINS  
Ens., U.S.N.

12-16

Moored as before.

*R. W. Orlins*  
R. W. ORLINS  
Ens., U.S.N.

16-20

Moored as before.

*R. W. Orlins*  
R. W. ORLINS  
Ens., U.S.N.

20-24

Moored as before.

*R. W. Orlins*  
R. W. ORLINS  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

5

OPERATIONAL REMARKS  
 ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-19)

ZONE -1

Date April 5, 1943, 19.....

00-04

Moored in berth 4 at Gibraltar, B.C.C. Diesel generators in use for lighting and power. H.M.S. OASIS moored alongside supplying steam.

*R. W. OIES*  
 R. W. OIES  
 Ens., U.S.N.

05177

04-08

Moored as before.

*R. W. OIES*  
 R. W. OIES  
 Ens., U.S.N.

08-12

Moored as before.

*J. T. BRUGGER, Jr.*  
 J. T. BRUGGER, JR.  
 Lieut., U.S.N.R.

12-16

Moored as before.

*J. T. BRUGGER, Jr.*  
 J. T. BRUGGER, JR.  
 Lieut., U.S.N.R.

16-20

1745 H.M.S. AVONVALE (106) alongside starboard side, port side to. 1820 Commenced taking electric power from H.M.S. AVONVALE.

*J. T. BRUGGER, Jr.*  
 J. T. BRUGGER, JR.  
 Lieut., U.S.N.R.

20-24

Moored as before.

*J. T. BRUGGER, Jr.*  
 J. T. BRUGGER, JR.  
 Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
 H. B. MC LEAN  
 Commander, U.S.N.  
 Commanding.

Examined:

*E. F. Carl*  
 E. F. CARL  
 Lieut., U. S. N. Navigator.



OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALBAACK (AKA-10)

ZONE -1

Date April 6, 1943. 0877

00-04

Moored in berth 4, Admiralty Harbor, Gibraltar, B.C.C. Engine and fire rooms damaged beyond working order. H.M.S. AVONVALE alongside starboard side providing electric power. H.M.T. OASIS alongside port side providing steam.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

08-12

Moored as before. 0815 H.M.T. OASIS cast off from port side.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before. 1630 Commenced receiving steam from H.M.S. AVONVALE.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. Navy Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 7, 1943, 19

00-04

Moored in berth 4, Gibraltar, B.C.C. Diesel generators in use for lighting and power. Engine room and fire room not in operation due to torpedo hit. Hull damage temporarily repaired. Receiving steam from H.M.S. AVONVALE.

*E. F. Carl*E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*E. F. CARL  
Lieut., U.S.N.R.

08-12

Moored as before.

*B. W. Kasprowski*B. W. KASPROWSKI  
Ens., U.S.N.

12-16

Moored as before.

*B. W. Kasprowski*B. W. KASPROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kasprowski*B. W. KASPROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kasprowski*B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. N. Navigator.

OPERATIONAL RELEASES  
ADDITIONAL SHEETU. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 8, 1943, 19

00-04

Moored in berth #4 Gibraltar, B.C.C. H.M.S. AVONVALE moored to starboard side. Auxiliary generators in use for lighting and power. Receiving steam from H.M.S. AVONVALE. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*B. W. Kaspiowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kaspiowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

08-12

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS  
**ADDITIONAL SHEET**

U. S. S. ALMAACK (AKA-10) ZONE -1 Date April 9, 1943. 19

00-04

Moored in berth # 4, Gibraltar, B.C.C. H.M.S. AVONVALE moored to starboard side. Receiving steam from H.M.S. AVONVALE. Auxiliary diesel generators in use for lighting and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*  
 D. W. COLE  
 Ens., U.S.N.R.

04-08

Moored as before.

*D. W. Cole*  
 D. W. COLE  
 Ens., U.S.N.R.

08-12

Moored as before.

*R. W. O'Hara*  
 R. W. O'HARA  
 Ens., U.S.N.

12-16

Moored as before.

*R. W. O'Hara*  
 R. W. O'HARA  
 Ens., U.S.N.

16-20

Moored as before.

*R. W. O'Hara*  
 R. W. O'HARA  
 Ens., U.S.N.

20-24

Moored as before.

*R. W. O'Hara*  
 R. W. O'HARA  
 Ens., U.S.N.

Approved:

*H. B. McLean*  
 H. B. MC LEAN  
 Commander, U.S.N.  
 Commanding.

Examined:

*E. F. Carl*  
 E. F. CARL  
 Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10) ZONE -1 Date April 10, 1943, 19

00-04

Moored in berth #4 Gibraltar, B.C.C. H.M.S. AVONVALE moored to starboard side. Receiving steam and electric power from H.M.S. AVONVALE. Auxiliary generator in use for lighting. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*R. W. Orlis*  
R. W. ORLIS  
Ens., U.S.N.

04-08

Moored as before.

*R. W. Orlis*  
R. W. ORLIS  
Ens., U.S.N.

08-12

Moored as before.

*J. T. Brugger Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

12-16

Moored as before.

*J. T. Brugger Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20

Moored as before.

*J. T. Brugger Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

20-24

Moored as before.

*J. T. Brugger Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 11, 1943, 19

00-04

Moored in berth #4, Admiralty Harbor, Gibraltar, B.C.C. H.M.S. AVONVALE moored port side to starboard. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generator in use for lighting. Receiving steam and electric power from H.M.S. AVONVALE.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, JR.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, JR.  
Lieut., U.S.N.R.

08-12

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. NR Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 12, 1943

00-04

Moored in berth #4 at Gibraltar, B.C.C. H.M.S. AVONVALE moored alongside supplying steam and electricity. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

12-16

1555 USS ARAPAHO came alongside and moored to port side.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

Zone -1

Date April 13, 1943, 19

00-04

Moored in berth #4 at Gibraltar, B.C.C. with starboard anchor chain to buoy #4 and two in. wire aft to buoy #6. H.M.S. AVONVALE alongside starboard side. U.S.S. ARAPAHO moored to port side. Receiving steam and electricity for auxiliary purposes from H.M.S. AVONVALE. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

08-12

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before. 1720 H.M.S. AVONVALE cast off from starboard side.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. N. Navigator.



OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 14, 1943, 19

00-04

Moored in berth #4 at Gibraltar, B.C.C., with wire to buoy #4 and two inch wire aft to buoy #6. USS ARAPAHO moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Moored as before. 0500 Bow wire to buoy #4 parted. Ship commenced swinging to port, blocking channel. 0505 Let go port anchor. 0600 Assisted by three tugs commenced heaving in anchor. Anchor fouled in submarine net. 0755 Anchor cleared. Stern wire let go. Underway under tow to outer harbor.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12

Underway in tow in accordance with dispatch #091655 of April of Commander Moroccan Sea Frontier. 0808 USS ARAPAHO commenced towing, on various courses leaving Gibraltar harbor. 0845 Towed on course 150°T & G. 0908 Passed Carnera Pt. abeam to starboard. 0910 Passed Europa Pt. abeam to port. 0926 Changed course to 180°T & G. 0950 Changed course to 210°T & PGC. 1159 Changed course to 262°T & PGC. 1200 Position 35-53-00 N; 5-44-45 W. Wind, East, Force 8; Sea from the East and moderate with heavy swell.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Underway in tow as before. 1235 Changed course to 230°T & PGC. 1258 Changed course to 258°T & PGC. 1451 Streamed taffrail log. 1546 Changed course to 212°T & PGC 223°PstgC.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20

Underway in tow as before. 2000 Position 35-13-48 N; 6-54-58 W. Gentle breeze from WSW. Sea calm, no swell.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

20-24

Underway in tow as before. 2020 Changed course to 215°T & PGC, 234°PSC.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. N. R. Navigator

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALBAACK (AKA-10)

ZONE -1

Date April 15, 1943, 19

00-04

Under tow of USS ARAPAHO in accordance with orders of Commander Moroccan Sea Forces. 25 K.W. generator in use for power to steering engine and 15 K.W. diesel generator in use for lighting. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Proceeding on course 212<sup>OT</sup>, 220 PstC.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Under tow as before. 0530 All hands to general quarters. 0625 Changed course to 305<sup>OT</sup>. 0649 Changed course to 053<sup>OT</sup>. 0650 Secured from general quarters. 0701 Changed course to 143<sup>OT</sup>. 0710 Land sighted bearing 160<sup>OT</sup>. 0800 Position 33-50-26 N; 07-48-52 W. Gentle breeze from South, sea calm.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 0809 Sighted buoy bearing 152<sup>OT</sup> & PGC. 0820 Buoy "M" abeam to starboard. Entered swept channel to Casablanca, F.M. In tow on various courses and at various speeds, proceeding in swept channel. 1150 Pilot Mataguay came aboard.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

12-16

Under tow as before. 1220 Harbor tug alongside. 1222 Passed through net defenses of Casablanca harbor. 1230 Anchored in 8 fathoms of water with 45 fathoms of chain to the port anchor. 1236 USS ARAPAHO let go tow line. 1250 USS ARAPAHO alongside port side furnishing power to anchor engine. 1306 Commenced heaving in starboard anchor chain. 1312 Secured gyro compass. Completed heaving in starboard anchor chain. 1325 Second harbor tug alongside. 1330 Underway in tow of two harbor tugs. 1345 USS ARAPAHO cleared ship. 1430 Moored port side to starboard side of S.S. RICHARD H. ALVEY in berth 11, Casablanca. Two harbor tugs cleared the ship. 1500 USS ARAPAHO alongside starboard side.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20

No remarks.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

20-24

No remarks.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 16, 1943, 19

00-04

Moored port side to starboard side of S.S. RICHARD H. ALVEY in berth 11, Casablanca. Emergency generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

08-12

Moored as before. 0920 Receiving steam from S.S. RICHARD H. ALVEY.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. R. Wardstar.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10) ZONE -1

Date April 17, 1943., 18

00-04

Moored port side to S.S. RICHARD H. ALVEY in berth 11, Casablanca. Emergency generators in use for lighting purposes. Receiving steam from S.S. RICHARD H. ALVEY. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Moored as before. 1145 Receiving electricity from USS ARAPAHO for lighting purposes.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

12-16

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. NR Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 18, 1943, 19

00-04

Moored port side to S.S. RICHARD H. ALVEY in berth #11, Casablanca. USS ARAPAHO moored to starboard side. Auxiliary generators in use for power, receiving electricity from USS ARAPAHO for lighting; receiving steam from S.S. RICHARD H. ALVEY. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*B. W. Kaspiowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kaspiowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

08-12

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10) ZONE -1

Date April 19, 1943, 19

00-04

Moored port side to S.S. RICHARD H. ALVEY in berth #11, Casablanca, W.S.F. USS ARAPAHO moored to starboard side. Auxiliary generators in use for power, receiving steam from S.S. RICHARD H. ALVEY, receiving electricity from USS ARAPAHO for lighting. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*D. W. COLE  
Ens., U.S.N.R.

04-08

Moored as before. 0740 Broke off steam line to S.S. RICHARD H. ALVEY. USS ARAPAHO cast off from starboard side.

*D. W. Cole*D. W. COLE  
Ens., U.S.N.R.

08-12

0823 Harbor pilots, Curet and Bidon came aboard. 0832 Three (3) French harbor tugs made fast alongside starboard side. 0835 Cast off all line from S.S. RICHARD H. ALVEY. 0836 Ship underway in tow. 0918 All lines made fast, ship moored starboard side to dock in berth #21, Casablanca, W.S.F. 0925 Harbor pilots, Curet and Bidon left the ship. 1130 USS ARAPAHO moored alongside, port side.

*R. W. Ohms*R. W. OHMS  
Ens., U.S.N.

12-16

Moored as before.

*R. W. Ohms*R. W. OHMS  
Ens., U.S.N.

16-20

Moored as before.

*R. W. Ohms*R. W. OHMS  
Ens., U.S.N.

20-24

Moored as before.

*R. W. Ohms*R. W. OHMS  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 20, 1943, 19

00-04

Moored starboard side to dock in berth #21, Casablanca, W.S.F.  
USS ARAPAHO moored to port side. Auxiliary generator in use for lighting  
and power. Engine room not in operation due to torpedo hit, hull  
temporarily repaired.

*R. W. Chms*  
R. W. CHMS  
Ens., U.S.N.

04-08

Moored as before.

*R. W. Chms*  
R. W. CHMS  
Ens., U.S.N.

08-12

Moored as before. 0850 Connected steam line to USS ARAPAHO.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.



OPERATIONAL REMARKS  
& ADDITIONAL SHEET

U. S. S. ALMAACK (ATA-10) ZONE -1 Date April 21, 1943, 19

00-04  
Moored starboard side to dock in berth #21, Casablanca, W.S.F.  
USS ARAPAHO moored to port side. Auxiliary generators in use for lights  
and power. Engine room not in operation due to torpedo hit. Hull  
temporarily repaired. Receiving steam from USS ARAPAHO.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08  
Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

08-12  
Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

12-16  
Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20  
Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

20-24  
Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.



OPERATIONAL REMARKS  
ADDITIONAL SHEETU. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 22, 1943, 19

00-04

Moored starboard side to dock in berth #21, Casablanca, V.S.F.  
USS ARAPAHO moored to port side. Auxiliary generators in use for light  
and power. Receiving steam from USS ARAPAHO. Engine room not in  
operation due to torpedo hit. Hull temporarily repaired.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

04-08

Moored as before. 0735 USS ARAPAHO got underway and cleared the ship.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

08-12

Moored as before. 1100 USS ARAPAHO moored alongside. 1130 Commenced  
receiving steam from USS ARAPAHO.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.,

U. S. Navy Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 23, 1943, 19

00-04

Moored starboard side to in berth 21, Casablanca, V.S.P. USS ARAPAHO moored to port side. Auxiliary generators in use for light and power. Receiving steam from USS ARAPAHO. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Moored as before. 1130 USS ARAPAHO cast off and underway.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

12-16

Moored as before. 1230 Made all preparations for shifting berth. 1310 Pilot Delagarde came aboard. 1314 Phosphate Co. tug came alongside port bow and took bow line. 1316 Phosphate Co. tug came alongside port quarter and took stern line. 1320 Cast off all lines and underway. 1337 Let go port anchor. 1345 Let go starboard anchor. 1356 Put out stern line to Jetee Delure. 1445 Moored with both anchors forward and seven mooring lines from stern to Jetee Delure, Berth "E". 1451 Pilot Delagarde left ship. 1510 USS ARAPAHO moored to port side. 1530 Receiving steam for heating and cooking from USS ARAPAHO.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

24

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date APRIL 24, 1943, 19

00-04

Moored with both anchors forward with 45 fathoms of chain out on port and starboard anchors, with seven mooring lines out to Jetee Delure, Berth "E", from stern at Casablanca, W.S.F., P.M. Receiving light and power from auxiliary generators, steam for heating and cooking from USS ARAPAHO moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

08-12

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Sunday, 25 April, 1943  
(Day) (Date) (Month)

ZONE DESCRIPTION -1

OPERATIONAL  
REMARKS

00-04  
Moored with both anchors, with 45 fathoms of chain out on port and starboard anchors and with seven lines out to Jetee Delure, Berth "E", Casablanca, W.S.F. F.M. Receiving light and power from auxiliary generators and steam from USS ARAPAHO, moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08  
Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12  
Moored as before.

*R. W. O'Hara*  
R. W. O'HARA  
Ens., U.S.N.

12-16  
Moored as before.

*R. W. O'Hara*  
R. W. O'HARA  
Ens., U.S.N.

16-20  
Moored as before.

*R. W. O'Hara*  
R. W. O'HARA  
Ens., U.S.N.

20-24  
Moored as before.

*R. W. O'Hara*  
R. W. O'HARA  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. Navy Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEETU. S. S. ALBAACK (AKA-10)

ZONE -1

Date April 26, 1943, 19

00-04

Moored with both anchors with 45 fathoms of chain out on port and starboard anchors and with seven lines out to Jeteo Delure, Berth "E", Casablanca, W.S.F. Receiving light and power from auxiliary generators and steam from USS ARAPAHO, moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*R. W. OIBS*  
R. W. OIBS  
Ensign, U.S.N.

04-08

Moored as before.

*R. W. OIBS*  
R. W. OIBS  
Ensign, U.S.N.

08-12

Moored as before.

*E. F. DAVIS*  
E. F. DAVIS  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. DAVIS*  
E. F. DAVIS  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. DAVIS*  
E. F. DAVIS  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. DAVIS*  
E. F. DAVIS  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. OHL*  
E. F. OHL  
Lieut., U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 27, 1943, 19

00-04

Moored with both anchors with 45 fathoms of chain out on port and starboard anchors and with seven manila lines out to Jetee Delure, Berth "E", Casablanca, F.M. Receiving light and power from auxiliary generators and steam from USS ARAPAGO moored to port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

08-12

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

12-16

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

20-24

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 28, 1943, 19

00-04

Moored in berth "E", Casablanca harbor in 6 fathoms of water with 45 fathoms of chain to the starboard anchor and 45 fathoms of chain to the port anchor and seven manila stern lines to the Jetee Delure. Engine room not in operation due to torpedo hit in port side. Hull temporarily repaired. Emergency generators in use for light and power. Receiving steam from USS ARAPAHO moored alongside port side.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

08-12

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. R. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date April 29, 1943, 19

00-04

Moored in berth "E", Casablanca harbor, W.S.F. in six fathoms of water with 45 fathoms of chain to each anchor, and seven manila lines to Jetee Delure. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power. Receiving steam from USS ARAPAHO moored along port side.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

12-16

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. R. Navigator.



OPERATIONAL REMARKS  
ADDITIONAL SHEETU. S. S. ALMAACK (AKA-10) ZONE -1 Date April 30, 1943, 19.....

00-04

Moored in berth "E", Casablanca harbor, F.M., W.S.P. in six fathoms of water with 45 fathoms of chain to each anchor, and seven manila lines to Jetee Delure. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power. Receiving steam from U.S.S. ARAPAHO moored along port side.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

08-12

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

Log. No. 3503  
S.S. No. 05838



N. 1700, 200  
(Revised July 1942)

CONFIDENTIAL

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CONFIDENTIAL

War Diary

# DECK LOG BOOK

U. S. S. Almaack (AKA-10)

Month of May, 1943

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U.S. FLEET  
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CONFIDENTIAL

49983

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALLBACK AKA-10

ZONE -1

Date May 1, 1943

00-04

Moored in berth "B", Casablanca harbor, F.M., W.S.F. in six fathoms of water with 45 fathoms of chain to each anchor and seven manila line to Jeteo Delure. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generator in use for lighting and power. Receiving steam from USS ALAPAHU moored to port side.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12

Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

12-16

Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20

Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

20-24

Moored as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. [Vestigator]

OPERATIONAL REMARKS  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE -1

Date May 2, 1943 05939

00-04

Moored in berth "E", Casablanca harbor, F.M., in six fathoms of water with 45 fathoms of chain to the starboard anchor and 45 fathoms of chain to port anchor and seven manila lines to the Jetee Delure. USS ARAPAGO moored alongside port side. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power. Receiving steam from USS ARAPAGO.

*J. T. Brunger, Jr.*  
J. T. BRUNGER, JR.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Brunger, Jr.*  
J. T. BRUNGER, JR.  
Lieut., U.S.N.R.

08-12

Moored as before. Made all preparations for shifting berth. 0806 Pilot A. Matague came aboard. 0820 Phosphate Co. tug secured to bow. 0830 Phosphate Co. tug secured to stern. 0835 Let go all stern lines. 0838 Commenced heaving around on both anchors. 0853 Port anchor aweigh. 0902 Starboard anchor sighted and found fouled with other anchor. 0924 Starboard anchor cleared and up. Underway to Commercial pier in tow of tug. 0946 Put out bow line to dock. 0947 Stern lines to dock. 0958 Tugs left. 0959 All lines doubled up and secured to dock. 1006 Pilot left ship. USS ARAPAGO remained alongside during shifting of berths. Moored starboard side to Commercial dock, with 6 manila lines and 2 wires, in Berth 11.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

12-16

No remarks.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

16-20

No remarks.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

20-24

No remarks.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. P. Davis*  
E. P. DAVIS  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALBATROSS (AKA-10)

ZONE -1

Date May 3, 1943, 19

00-04

Moored in berth 11, Commercial pier, Casablanca, F.M., starboard side to with 6 manila and 2 wire ropes. USS ARAPAHO moored alongside, furnishing steam for heat and cooking. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08

0630 Made all preparations for getting underway. 0632 Pilot G. L. Cowhade came aboard. 0642 Phosphate Co. tug secured aft. 0643 Phosphate Co. tug secured to bow. 0654 Let go all lines - Underway in tow. 0735 Let go harbor tugs. 0738 USS ARAPAHO left side and took over tow. 0742 Pilot left ship. Underway in accordance with Commander Moroccan Sea Frontier Forces 021500 May.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

08-12

Underway in tow as before on course 323°pgc, 323°T. 0824 Veered 60 fathoms of starboard chain to lengthen tow. 0853 Passed buoy "Kray" abeam to starboard, distance 400 yards. 0958 Passed buoy "Prep" abeam to starboard distance 300 yards. 0958 Passed buoy "Mike" abeam to starboard, distance 300 yards, made departure. 1200 Position; Lat. 34-00 N, Lon. 7-59 W.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.R.

12-16

Underway in tow as before on course 323°pgc, 323°T. 1206 Changed course to 236°pgc, 236°T.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-18

Underway in tow as before on course 236°pgc, 236°T.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

18-20

Underway in tow. 1915 Changed course to 283°T and 190. 2000 Position: 33-32 N; 9-09 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Underway in tow. 2145 Sighted ship bearing 335°T.

*J. E. Bruggen*  
J. E. BRUGGEN, Jr.  
Lieut., U.S.N.R.

Approved:

*H. H. McLean*  
H. H. MC LEAN  
Commander, U.S.N.R.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET.

05939

U. S. S. ALIACK (AKA-10)

ZONE -2

Date May 4, 1943, 19

00-04

Under tow of USS ARAPAGO in accordance with orders of Commander Moroccan Sea Frontier Forces, 021500 May. Towing with 180 fathoms of 2" wire to 60 fathoms of starboard anchor chain. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Diesel generators in use for light and power. Towing on course 283°T at 8 knots.

*B. W. Kasproowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Under tow as before. 0545 All hands to General Quarters. 0645 Secured from General Quarters. 0800 Position: Lat. 33-56 N; Lo. 10-48 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: Lat. 34-05 N; Lo. 11-25 W.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Under tow as before. 1400 Retarded all clocks 30 minutes to -1/2 zone time.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-18

Under tow as before.

*J. T. Brugger*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

18-20

Under tow as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2130 Changed course to 253°T, 253°pgc. 2000 Position: Lat. 34-15 N; Lo. 12-42 W.

*B. W. Kasproowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. R. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALBAACK (ACA-10)

ZONE 0

Date May 5, 1943, 18

00-04

Under tow of USS ARAPAKO in accordance with orders of Commander Moroccan Sea Frontier Forces 021500 May. Towing with 180 fathoms of 2" wire to 60 fathoms of starboard anchor chain. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Diesel generators in use for light and power. Towing on course 253°T at 8 knots. 0130 Changed course to 301°pgc.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Under tow as before. 0535 All hands to General Quarters. 0635 Secured from General Quarters. 0700 Changed course to 283°T, 296 pgs. 0800 Position: 34-30 N; 14-34 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: 34-40 N; 15-15 W.

*E. J. Davis*  
E. J. DAVIS  
Lieut., U.S.N.R.

12-16

Under tow as before.

*J. E. Burge Jr.*  
J. E. BURGER, Jr.  
Lieut., U.S.N.R.

16-18

Under tow as before. 1600 Set clocks back one half hour to Zone 0 time.

*B. W. Karpowski*  
B. W. KARPOWSKI  
Ens., U.S.N.R.

18-20

Under tow as before. 2000 Position: 34-54 N; 16-26 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2130 Changed course to 313° pgs.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.R.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R. [Wargator]

OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALMAACK (AKA-10)

ZONE O

Date May 6, 1943, 19\_\_

00-04

Under way in tow of USS ARAPAHO in accordance with Commander Moroccan Sea Frontier Force 021500, May; towing with 180 fathoms of 2" wire to 60 fathoms of starboard anchor chain. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Diesel generators in use for light and power. Towing on course 313°T & pgs, 327° psc at approximately 8 knots. 0130 Changed course to 270°T & pgs; 287° psc.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08

Under tow as before. 0520 All hands to General Quarters. 0615 Secured from General Quarters. 0800 Position: 35-17 N; 18-15 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 0800 Changed course to 280° T & pgs, 296° psc. 0800 Position: 35-17 N; 18-15 W.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

12-16

Under tow as before.

*B. W. Kasprowni*  
B. W. KASPROWNI  
Ens., U.S.N.R.

16-18

Under tow as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

18-20

Under tow as before. 2000 Position: 35-19 N; 20-22 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2130 Changed course to 250°T & pgs; 268° psc.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. [Wardstar]



OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALMAACK (AKA-10) ZONE 0 Date May 7, 1943, 19

00-04

Underway in tow of USS ARAPAHO in accordance with Commander Moroccan Sea Frontier Forces, 021500 of May. Towing with 180 fathoms of 2 inch wire and 60 fathoms of the starboard anchor chain. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power. Towing on course 250<sup>0</sup>T & psc; 266<sup>0</sup> pstgc. 0130 Changed course to 290<sup>0</sup>T & psc; 307<sup>0</sup> pstgc.

*J. E. Bugger, Jr.*  
J. T. BUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Under tow as before. 0520 All hands to General Quarters. 0620 Secured from General Quarters. 0800 Position: 35-25 N; Long. 22-24 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Underway in tow as before.

*B. W. Kaspianski*  
B. W. KASPIANSKI  
Ens., U.S.N.R.

12-16

Under tow as before. 1200 Position: Lat. 35-36 N; Long. 23-01 W.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-18

Underway in tow as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

18-20

Under tow as before. 2000 Position: Lat. 35-58 N; Long. 24-15 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Underway in tow as before. 2130 Changed course to 308<sup>0</sup>T & psc; 326<sup>0</sup> pstgc.

*J. E. Bugger, Jr.*  
J. T. BUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. R. Navigator.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALMAACK (AKA-10)

ZONE 0

Date May 8, 1943, 19

00-04

Under tow as before in accordance with Commander Moroccan Sea Frontier Forces, dispatch # 021500 of May, 1943. USS ARGONAUT towing with 180 fathoms of 2" wire and 60 fathoms of starboard anchor chain on course 308<sup>OT</sup>, 308<sup>pgc</sup>. Average speed- 8.5 knots. Auxiliary generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired. 0130 Changed course to 270<sup>OT</sup>, 270<sup>pgc</sup>.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

04-08

Under tow as before. 0520 General Quarters. 0620 Secure from General Quarters. 0800 Position: Lat. 36-20 N; Long. 26-10 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Under tow as before. 1200 Position: 36-04 N; 27-28 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-18

Under tow as before. 1600 Set all clocks back one half hour to zone time plus 1.

*J. E. Buggen, Jr.*  
J. E. BUGGEN, Jr.  
Lieut., U.S.N.R.

18-20

Under tow as before. 2000 Position: 36-01 N; 29-06 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2130 Changed course to 300<sup>OT</sup>/ 300<sup>pgc</sup>.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

05939

U. S. S. ALMAACK (AGA-10)

ZONE 1

Date May 9, 1943. 19.

00-04

Under tow as before in accordance with Commander Moroccan Sea Frontier Forces order 021500/May, 1943. USS ARAPAHO towing with 180 fathoms of 2" wire and 60 fathoms of starboard anchor chain. Course 300° pgc. Ave. speed 8.8 knots. Auxiliary generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired. 0217 Changed course to 261° pgc.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Under tow as before. 0500 General quarters. 0525 Secured from General quarters. 0700 All preparations made for refueling escorting destroyers. 0720 Commenced refueling DD 620.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 0800 Position: 36-12 N/ 31-06 W. 0933 Finished refueling DD 620. Total fuel oil discharged 44,833 gallons at 60°F. 1007 Commenced refueling DD 636.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Under tow as before. 1200 Position: 36-16 N; 31-48 W. 1216 Finished refueling DD 636. Total fuel oil discharged 48,939 gallons at 60° F. 1309 Commenced refueling DD 622. 1504 Finished refueling DD 622. Total fuel oil discharged 40,936 gallons at 60°F. 1549 Commenced refueling DD 638.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-18

Under tow as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

18-20

Under tow as before. 1802 Completed fueling DD 638. Total fuel oil discharged, 46,425 gallons at 60°F. 1851 Commenced refueling DD 623. 2000 Position: 36-18N; 32-48 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under way in tow as before. 2027 Completed fueling DD 623. Total fuel oil delivered, 35,070 gallons at 60°F. 2130 Changed course to 243°T, 242 pgc, 278° psgc.

*J. C. Bruggen*  
J. C. BRUGGEN, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R. *U. S. N. Navigator.*

OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALLIANCE (AKA-10)ZONE  $\star$  1Date May 10, 1943, 19

00-04

Under tow as before in accordance with Commander Moroccan Sea Frontier Force, order # 021500/May, 1943. USS ARATAHO towing with 180 fathoms of 2" wire and 60 fathoms of starboard anchor chain. Course 243°T, 243°pgc. Auxiliary generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired. 0130 Changed course to 290°pgc, 243°pstgc

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Under tow as before. 0510 General quarters. 0600 Secured from General quarters. 0700 All preparations made to refuel escorting vessel. 0700 Changed course to 268°T, 267°pgc. 0730 Changed course to 300°T, 301°pgc. 0800 Position: 36-17 N; 34-21 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 0848 Commenced refueling DD 623. 1022 Completed fueling DD 623. Total fuel oil discharged, 19,423 gallons at 60°T. 1114 DD 623 Cleared the ship. 1130 Changed course to 268°T, 267°pgc, 289°pstgc.

*J. T. Buggen Jr*  
J. T. BUGGEN, Jr.  
Lieut., U.S.N.R.

12-16

Under tow as before. 1200 Changed course to 254°T, 253°pgc, 277°pstgc. 1200 Position: Lat. 36-20 N; Long. 34-58 W.

*B. W. Kaspiowski*  
B. W. KASPIOWSKI  
Ens., U.S.N.R.

16-20

Under tow as before. 1730 Changed course to 268°T, 269°pgc, 292°pstgc. 2000 Position: 36-12 N; 36-07 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2130 Changed course to 238°T, 239°pgc, 261°pstgc.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

05939

U. S. S. ALMAACK (AKA-10)

ZONE + 1 1/2

Date May 11, 1943, 19

00-04

Under tow of USS ALPANO in company with Task Force 68 in accordance with Commander Moroccan Sea Frontier Forces, 021500/May. Towing by 60 fathoms of starboard anchor chain to 100 fathoms of tow wire on course 236°T, 237°pgc and 260°pstgc. Engine room not in operation due to torpedo hit. Emergency generators in use for light and power. 0130 Changed course to 288°T, 287°pgc and 308°pstgc.

*J. T. Bruggen Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

04-08

Under tow as before. 0500 General quarters. 0557 Secure from General quarters. 0700 Changed course to 268°T, 269°pgc, 292°pstgc. 0800 Position: 36-07 N; 37-41 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: 36-06 N; 38-31 W.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens. U.S.N.R.

12-16

Under tow as before. 1500 Changed course to 270°T, 271°pgc, 294°pstgc.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Under tow as before. 2000 Position: Lat. 36-05 N; Long. 39-54 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before.

*J. T. Bruggen Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

Approved:

*H. S. McLean*  
H. S. MC LEAN  
Commander, U.S.N.R.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Registrar.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

05929

U. S. S. ALMAACK (AKA-10)ZONE 11 1/2Date May 12, 1943, 19

00-04

Under tow of USS ARAPANO in company with Task Force 68 in accordance with Commander Moroccan Sea Frontier Forces, 021500 of May. Towing with 180 fathoms of 2" wire to 60 fathoms of starboard anchor chain, on course 270° T, 271° pgs, 294° psg. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Diesel generators in use for light and power.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Under tow as before. 0800 Position: Lat. 36-02 N; Long. 41-46 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Under tow as before. 1200 Position: 34-00 N; 42-07 W.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, JR.  
Lieut., U.S.N.R.

16-20

Under tow as before. 2000 Position: Lat. 35-36 N; Long. 43-03 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Inspector.

OPERATIONAL REMARKS  
ADDITIONAL SHEET

05939

U. S. S. ALMAACK (AKA-10)

ZONE # 2

Date May 13, 1943, 19

00-04

Under tow of USS ARAPAHO in company of Task Force 68 in accordance with Commander Moroccan Sea Frontier Forces, 021500 of May. Towing with 180 fathoms of 2" wire to 60 fathoms of starboard anchor chain. Course 270<sup>0</sup>T, 271 pge, 294<sup>0</sup> pstge. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Auxiliary diesel generator in use for power and light.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Under tow as before. 0525 General quarters. 0625 Secured from General quarters. 0800 Position: Lat. 35-36 N; Long. 43-03 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before.

*J. T. Bruggens Jr.*  
J. T. BRUGGENS, JR.  
Lieut., U.S.N.R.

12-16

Under tow as before. 1400 Set clocks back one half hour to zone 2. 1340 Changed course to 263<sup>0</sup>T, 264<sup>0</sup> pge. 1200 Position: Lat. 35-34 N; Long. 45-55 W.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-18

Under tow as before. 1740 General quarters. 1743 Secure from general quarters.

*E. T. Davis*  
E. T. DAVIS  
Lieut., U.S.N.R.

18-20

Under tow as before. 1940 General quarters. 2000 Position: Lat. 35-27 N. Long. 47-24 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2007 Secured from general quarters.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. R. Navigator.



OPERATIONAL REMARKS  
~~ADDITIONAL SHEET~~

U. S. S. ALMAACK (AKA-10)

Zone 2½

Date May 14, 1943 19

00-04

Under tow of USS ARAPAHO in company with Task Force 68 in accordance with Commander Mogocan Seg Frontier Force, 021500/May. Towing on course 263°T, 264 pge, 289 pgtge. Towing by 60 fathoms of starboard anchor chain and 180 fathoms of tow wire to USS ARAPAHO. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Emergency generators in use for light and power.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Under tow as before. 0505 General quarters. 0610 Secured from general quarters. 0800 Position: Lat. 35-10 N; Lo. 49-42 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: 35-04 N; 50-26 W.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

12-16

Under tow as before. 1400 Retarded all clocks 30 minutes to zone 2½ time.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

16-18

Under tow as before. 1700 Changed course to 257°T, 258° pge, 283° pgtge.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

18-20

Under tow as before. 2000 Position: Lat. 34-48 N; Lo. 51-57 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2200 Changed course to 263°T & pge.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. N. Navigator.



OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE +2 1/2 - +3

Date May 15, 1943, 19.....

00-04

Under tow of USS ARAPAHO with task force 68 proceeding in accordance with Commander Moroccan Sea Frontier Forces, dispatch 021500/May, on course 263°T, 264 pge. Auxiliary generators in use for power and light. Engine room not in operation due to torpedo hit. Hull temporarily repaired. 0320 Changed course to 257°T, 258 pge.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Under tow as before. 0505 General quarters. 0610 Secured from general quarters. 0800 Position: Lat. 34-28 N; Lo. 54-09 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: Lat. 34-19 N; Lo. 54-53 W.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

12-16

Under tow as before. 1400 Set clocks back 1/2 hour to zone ( ) 3 time.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-18

Under tow as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, JR.  
Lieut., U.S.N.R.

18-20

Under tow as before. 2000 Position: Lat. 34-01 N; Lo. 56-27 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEETU. S. S. ALMAACK (AKA-10) ZONE †3 Date May 16, 1943, 1943

00-04

Under tow as before in accordance with Commander Moroccan Sea Frontier Forces, 021500/May. Under tow of USS ARAPAGO with 180 fathoms of 2" wire and 60 fathoms of starboard anchor chain. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Auxiliary generators in use for light and power. Towing on base course 257°T, 257 pgs, 284 pstgs.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08

Under tow as before. 0450 General quarters. 0600 Secured from general quarters. 0800 Position: Lat. 33-27 N; Long. 58-41 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: Lat. 33-18 N; Long. 59-32 W.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Under tow as before.

*J. T. Bruggen Jr.*  
J. T. BRUGGEN JR.  
Lieut., U.S.N.R.

16-18

Under tow as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Ens., U.S.N.

18-20

Under tow as before. 2000 Position: Lat. 33-07 N; Long. 60-57 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEETU. S. S. ALMAACK (AKA-10) ZONE 3 Date May 17, 1943, 19

00-04

Under tow of USS ARAPAH0 in accordance with Commander Moroccan Sea Frontier Forces, 021500/May. Towing with 180 fathoms of 2" wire to 60 fathoms starboard anchor chain. Auxiliary diesel generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Under tow as before. 0515 General quarters. 0700 Changed course to 265°T & pgc, 286°pstgc. 0615 Secured from general quarters. 0800 Position: Lat. 32-39 N; Lo. 63-14 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: Lat. 32-35 N; Lo. 64-00 W.

*J. T. Bruggen Jr.*  
J. T. BRUGGEN Jr.  
Lieut., U.S.N.R.

12-16

Under tow as before. 1415 Changed course to 315°T, 316°pgc, 1432 Changed course to 265°T, 266°pgc. 1437 Sighted land bearing 224°T, distance 18 miles. 1445 Changed course to 225°T, 226°pgc. 1530 Two naval escorts departed for duty assigned. 1537 Changed course to 180°T, 181°pgc.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

16-18

Under tow as before on various courses and speeds awaiting escort.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

18-20

Under tow in accordance with orders Commander Moroccan Sea Frontier Forces, 021500/May and NOB, Bermuda, 171801 Z May. 1800 Escort consisting of 3 A's reported for duty. 2000 Position: Lat. 32-40 N; Lo. 64-25 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2000 Changed course to 265°T, 265°pgc, 281°pstgc. 2200 North Rock light abeam to port.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE +3

Date May 18, 1943, 19

00-04

Under tow of USS ARAPAHO in accordance with Commander Moroccan Sea Frontier Forces 021500/May and MOB, Bermuda, 171801/May in Task Force 68, Commander Task Force 68 in USS ALMAACK. Towing with 60 fathoms of starboard anchor chain to 180 fathoms of tow wire. Towing on course 265°T & psc, 281°pstge. Engine room not in operation due to torpedo hit in portside. Emergency generators in use for light and power.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

04-08

Under tow as before. 0400 Changed course to 299°T & psc, 311°pstge. 0520 General quarters. 0620 Secured from general quarters. 0800 Position: Lat. 32-50 N; Lo. 66-38 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: Lat. 33-08 N; Lo. 67-17 W.

*H. W. Kasproski*  
H. W. KASPROWSKI  
Ens., U.S.N.

12-16

Under tow as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

16-18

Under tow as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

18-20

Under tow as before. 2000 Position: Lat. 33-41 N; Lo. 68-41 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

ALMAACK (AKA-10)

U. S. S. \_\_\_\_\_ ZONE+ 3

Date May 19, 1943, 19

00-04

Under tow of USS ARAPAGO with 180 fathoms of 2" wire to 60 fathoms of starboard anchor chain on course 299 pgs, in accordance with Commander Moroccan Sea Frontier Forces, 021500/May and MOB, Bermuda 171801Z/May in company with Task force #68; Commander Task force #68 in USS ALMAACK. Auxiliary generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Under tow as before. 0535 General quarters. 0635 Secured from general quarters. 0800 Position: Lat. 34-35 N; Lo. 70-32 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 1200 Position: Lat 34-50 N; Lo. 71-26 W.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

12-16

Under tow as before. 1215 Received CINCLANT dispatch 191615/May dissolving Commander Task Force 68. 1300 Set chronometers back one hour to zone+4 time. 1500 Changed course to 312°T, 312 pgs, 323 pstgc.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-18

Under tow as before.

*J. T. Bruckner*  
J. T. BRUCKNER  
Lieut., U.S.N.R.

18-20

Under tow as before. 2000 Position: Lat. 35-41 N; Lo. 72-42 W.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. E. S. Mc Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALLWACK (AKA-10)

ZONE 4

Date May 20, 1943, 19

00-04

Under tow in accordance with Commander Moroccan Sea Frontier Forces 021500/May and MOB Bermuda, 171801Z/May. In tow of USS ARAPAKO with 180 fathoms wire and 60 fathoms anchor chain on course 312°T & pgc in company with Task force #68. Auxiliary generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

04-08

Under tow as before. 0500 General quarters. 0600 Changed course to 290°T & pgc, 300°pstgc; 0610 Secured from general quarters. 0800 Position: Lat. 36-53 N; Lo. 74-09 W.

*E. P. Carl*  
E. P. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 0932 Changed course to 265°T, 265°pgc, 277°pstgc. 1055 Changed course to 310°T, 310°pgc, 315°pstgc. 1132 Changed course to 312°T, 312°pgc, 317°pstgc. 1200 Changed course to 265°T, 265°pgc, 275°pstgc. Buoy X abeam to port. 1200 Position: Lat. 37-05 N; Lo. 74-46 W.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Under tow as before, steering various courses in swept channel to Chesapeake Bay.

*J. T. Brugg*  
J. T. BRUGG  
Lieut., U.S.N.R.

16-18

Under tow as before, steering various courses in swept channel to Chesapeake Bay. 1630 Land sighted bearing 230°T.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.R.

18-20

Under tow as before, steering various courses in swept channel in entrance to Chesapeake Bay. 1810 Move in starboard anchor chain. Now towing with 160 fathoms of 2" wire.

*E. P. Carl*  
E. P. CARL  
Lieut., U.S.N.R.

20-24

Under tow as before. 2048 Passed through gate boom to inner harbor. 2120 Let go port anchor. 2130 Broke tow line to USS ARAPAKO. 2150 USS ARAPAKO moored to port side. Anchored in Berth 23, Hampton Roads with 50 fathoms of chain to port anchor.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. P. Carl*  
E. P. CARL  
Lieut., U. S. N. R. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (ATA-10) Zone + 4 Date May 21, 1943 19

00-04

Anchored in berth 23, Hampton Roads in accordance with orders of NOH, Norfolk with fifty fathoms of chain to port anchor. Diesel generators in use for light and power. Engine room not in operation due to torpedo hit. Hull temporarily repaired. USS ARAPAHOE moored to port side.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Anchored as before. 0658 Pilot Waldon came aboard. 0700 YT 271, YT 213, YT 187 and Tug Reliance made fast on starboard bow, port bow, starboard quarter & port quarter respectively. 0716 Commenced heaving in anchor. 0725 Anchor aweigh, underway to Navy Yard, Portsmouth, Va. 0730 USS ARAPAHOE cast off from port side after supplying power for anchor windlass. Steering various courses proceeding up channel.

*E. P. Carl*  
E. P. CARL  
Lieut., U.S.N.R.

08-12

Under tow as before. 0930 Tugs cast off. 0945 All secure starboard side to in Berth 1A, Navy Yard, Portsmouth, Va., with 7 manila lines and 2 wires. 0955 Pilot Waldon left ship. Draft of ship: 11'8" fwd., 18'6" aft. 1100 Commenced taking electricity from dock. 1130 Commenced receiving steam from dock. 1130 Fire main hooked up to dock. 1150 Phone service connected to ship from dock.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

12-16

Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

16-20

Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

Approved:

*H. S. McLean*  
H. S. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. P. Carl*  
E. P. CARL  
Lieut. E. S. N. Neighbor.



OPERATIONAL REMARKS.  
ADDITIONAL SHEETU. S. S. ALMAACK (ATA-10) ZONE + 4 Date May 22, 1943, 1943

00-04  
Moored in berth 1A, starboard side to, Norfolk Navy Yard with 7 manila lines and two wires. Receiving power and steam from dock. Fire mains connected to dock water system. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08  
Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12  
Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16  
Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20  
Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24  
Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N. Navigator.



OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE + 4

Date May 23, 1943, 19

00-04

Moored in berth 1A, starboard side to, Norfolk Navy Yard with 7 manila lines and two wires. Receiving power and steam from dock. Fire mains connected to dock water system. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

12-16

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

16-20

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

20-24

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. Quarters.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET.

U. S. S. ALMAACK (AKA-10) Zone 4 Date May 24, 1943, 1943

00-04

Moored in berth 1A, starboard side to in Norfolk Navy Yard with 7 manila lines and 2 wires. Receiving power and steam from dock. Fire mains connected to dock water system. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*L. Primm*  
L. PRIMM  
Bos'n., U.S.N.

04-08

Moored as before.

*L. Primm*  
L. PRIMM  
Bos'n., U.S.N.

08-12

Moored as before.

*E. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

Approved:

*E. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10) Zone + 4 Date May 25, 1943, 19

00-04

Moored in berth 1A, starboard side to, Norfolk Navy Yard, with 7 manila lines and 2 wires. Receiving power and steam from dock. Fire mains connected to dock water system. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.

08-12

Moored as before. 0840 Pilot Waldon came aboard - Made all preparations for getting underway. 0845 Tugs Reliance, Helen and YT 271 alongside port side. 0848 Tug E. B. Crewe alongside starboard quarter. 0905 Underway in tow, shifting berth. 0959 Completed shifting berth - moored port side to in berth 39, Navy Yard, Portsmouth, Virginia. 1005 Pilot Waldon left the ship. Tugs Reliance Helen, YT 271 and E. B. Crewe cleared the ship. 1028 Receiving electric light and power and steam from the dock.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

12-16

Moored as before. 1445 Transferred the following ammunition to Naval Ammunition Depot, St. Juliens Creek, via Navy truck: 118 rounds 3"/50 cal. service charge SPD 2801; 20 rounds 3"/50 service charge SPD 2503; 21 rounds 3"/50 service charge SPDW 1393; 1 round 5"/51 service charge SPD 1886 for surveillance test.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

16-20

Moored as before.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

20-24

Moored as before.

*J. T. Bruggen, Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

Approved:

*E. P. Davis*  
E. P. DAVIS  
Lieut., U.S.N.R.  
Commanding.

Examined

*E. F. Carl*  
E. F. CARL  
Lieut., U. S. N. Navigator.

**OPERATIONAL REMARKS.  
ADDITIONAL SHEET**

U. S. S. ALMAACK (AKA-10) Zone +4 Date May 26, 1943, 1943

00-04

Moored port side to dock in berth 39, Norfolk Navy Yard, Portsmouth, Virginia. Receiving steam and electric light and power from the dock. Engine room not in operation due to torpedo hit, in port side. Hull temporarily repaired.

*J. T. Bruggen Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

04-08

Moored as before.

*J. T. Bruggen Jr.*  
J. T. BRUGGEN, Jr.  
Lieut., U.S.N.R.

08-12

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved:

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut. U. S. N., Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET

U. S. S. ALMAACK (AKA-10)

ZONE 4

Date May 27, 1943, 19

00-04

Moored port side to dock in Berth 39, Norfolk Navy Yard, Portsmouth, Virginia. Receiving light, power and steam from the dock. Engine room not in operation due to torpedo hit. Hull temporarily repaired.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12

0800 Navy yard workmen came aboard to continue repairs and alterations to ship.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

12-16

Moored as before. 1600 Day shift yard workmen left and night shift came on board.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

16-20

Moored as before. 1710 Navy yard oil barge placed along starboard side and moored to ship.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

20-24

Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Ens., U.S.N.

Approved:

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.  
Commanding.

Examined:

*E. F. Carl*  
E. F. CARL  
Lieut.

U. S. #12 Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEETU. S. S. ALBUQUERQUE (AKA-10) ZONE 4 Date May 28, 1943, 19

00-04

Moored port side to dock in berth 39 at Norfolk Navy Yard, Portsmouth, Virginia, with 5 manila lines and 4 wires. Receiving steam and electricity for power and light from dock. Engine room not in operation due to torpedo hit. Hull temporarily repaired. Undergoing repairs and overhaul. 1200 2nd. shift yard workmen left ship; 3rd shift of workers came aboard.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

04-08

Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Ens., U.S.N.

08-12

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

16-20

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*E. P. Carl*  
E. P. CARL  
Lieut. U. S. N. Navigator.

OPERATIONAL REMARKS.  
ADDITIONAL SHEET.U. S. S. ATLACK (ATA-10) ZONE + 4 Date May 29, 1943, 19

00-04

Moored port side to dock in berth 39, Norfolk Navy Yard, Portsmouth, Virginia with 5 manila lines and 4 wires. Receiving steam and electricity, for power and light from the dock. Engine room not in operation due to torpedo hit. Hull undergoing repairs and alterations.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

04-08

Moored as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

08-12

Moored as before.

*L. Brewett*  
L. BREWETT  
Bos'n., U.S.N.

12-16

Moored as before.

*L. Brewett*  
L. BREWETT  
Bos'n., U.S.N.

16-20

Moored as before.

*L. Brewett*  
L. BREWETT  
Bos'n., U.S.N.

20-24

Moored as before.

*L. Brewett*  
L. BREWETT  
Bos'n., U.S.N.

Approved:

*H. B. McLean*  
H. B. MC LEAN  
Commander, U.S.N.  
Commanding.

Examined:

*H. B. McLean*  
Commander  
U. S. N., Navigator.

OPERATIONAL REMARKS.  
**ADDITIONAL SHEET.**

U. S. S. ALMAACK (AKA-10) ZONE + 4 Date May 30, 1943, 19    

00-04  
 Moored port side to dock in berth 39, Norfolk Navy Yard, Portsmouth Virginia with 5 manila lines and 4 wires. Receiving steam and electricity for power and light from the dock. Engine room not in operation due to torpedo hit. Hull undergoing repairs and alterations.

*L. F. Prockett*  
 L. PROCKETT  
 Bos'n., U.S.N.

04-08  
 Moored as before.

*L. F. Prockett*  
 L. PROCKETT  
 Bos'n., U.S.N.

08-12  
 Moored as before.

*E. P. Davis*  
 E. P. DAVIS  
 Lieut., U.S.N.R.

12-16  
 Moored as before.

*E. P. Davis*  
 E. P. DAVIS  
 Lieut., U.S.N.R.

16-20  
 Moored as before.

*E. P. Davis*  
 E. P. DAVIS  
 Lieut., U.S.N.R.

20-24  
 Moored as before.

*E. P. Davis*  
 E. P. DAVIS  
 Lieut., U.S.N.R.

Approved: *H. B. McLean*  
 H. B. MC LEAN  
 Commander, U.S.N.  
 Commanding.

Examined: *H. B. McLean*  
 H. B. MC LEAN  
 Commander, U. S. N., Navigator.



OPERATIONAL REMARKS.  
ADDITIONAL SHEETU. S. S. ALBAACK (AKA-10)

ZONES + 4

Date May 31, 1943, 19

00-04

Moored port side to dock in berth 39, Norfolk Navy Yard, Portsmouth, Virginia with 5 manila lines and 4 wires. Receiving steam and electricity for power and light from dock. Fresh water system and fire main system connected to dock. Engine room not in operation due to torpedo hit. Hull undergoing repairs and alterations.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

08-12

Moored as before.

*J. D. Brugger, Jr.*  
J. D. BRUGGER, Jr.  
Lieut., U.S.N.R.

12-16

Moored as before.

*J. D. Brugger, Jr.*  
J. D. BRUGGER, Jr.  
Lieut., U.S.N.R.

16-20

Moored as before.

*J. D. Brugger, Jr.*  
J. D. BRUGGER, Jr.  
Lieut., U.S.N.R.

20-24

Moored as before.

*J. D. Brugger, Jr.*  
J. D. BRUGGER, Jr.  
Lieut., U.S.N.R.

Approved:

*H. S. McLean*  
H. S. McLEAN  
Commander, U.S.N.  
Commanding.

Examined:

*H. S. McLean*  
H. S. McLEAN  
Commander,

U. S. N., Navigator.

PART III  
CONFIDENTIALRep. No. 4042  
U.S. No. 017362 Page

UNITED STATES SHIP \_\_\_\_\_

(Day)

(Date)

(Month)

, 19

Zone description \_\_\_\_\_

Position 0800

1200

2000

Lat.

Long.

F-405

OPERATIONAL REMARKS  
(WAR DIARY)

F-405

ConfidentialWar DiaryU. S. S. Almack  
(AKA 10)

June 1943

COMMANDER IN CHIEF  
U. S. FLEET  
RECEIVED  
1943 AUG 29 11 12

53525

Approved:

Examined:

\_\_\_\_\_  
Commanding Officer.\_\_\_\_\_  
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 ALMAACK (AEA-10) Tuesday 1 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

Rec. No. 9042  
S.S. No.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
Moored port side to dock in berth #39, Norfolk Navy Yard, Portsmouth, Virginia, with five manila lines and four wires. Engine room not in operation due to torpedo hit in port side. Hull temporarily repaired, engine room under repair. Receiving steam, electricity for light and power, fresh water and fire main pressure from the dock.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, JR.  
Lieut., U.S.N.R.

04-08  
Moored as before.

*J. T. Brugger, Jr.*  
J. T. BRUGGER, JR.  
Lieut., U.S.N.R.

08-12  
Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16  
Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

16-20  
Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24  
Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

Approved: *H. B. McLean*  
H. B. McLEAN  
Commander, U.S.N.  
Commanding *Assanding Officer.*

Examined: *H. B. McLean*  
H. B. McLEAN, Commander, U.S.N.  
Navigator.

PART III  
CONFIDENTIAL

Page \_\_\_\_\_

UNITED STATES SHIP ALBATROSS (ASA-10) Wednesday 2 June, 1943  
(Day) (Date) (Month)Zone description Plus 4.

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04

Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Virginia, with five manila lines and four wires. Engine room not in operation due to torpedo hit in port side. Hull temporarily repaired, engine room under repair. Receiving steam and electricity for light and power and fresh water and fire main pressure from the dock.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08

Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12

Moored as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

12-16

Moored as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

16-20

Moored as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

20-24

Moored as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H. B. McLean*  
H. B. McLEAN, Commander, U.S.N.  
Navigator.

**PART III  
CONFIDENTIAL**

UNITED STATES SHIP ALBATROSS (ATA-110) Thursday 3 June , 1933  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS  
(WAR DIARY)**

00-04

Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Virginia, with five manila lines and four wires. Engine room not in operation due to torpedo hit in port side. Hull temporarily repaired, engine room under repair. Receiving steam, electricity for light and power, fresh water and fire main pressure from the dock.

*Island Thompson*  
 ISLAND THOMPSON  
 Eng., U.S.N.R.

04-08

Moored as before.

*Island Thompson*  
 ISLAND THOMPSON  
 Eng., U.S.N.R.

08-12

Moored as before.

*L. Brewitt*  
 L. BREWITT  
 Bos'n., U.S.N.

12-16

Moored as before.

*L. Brewitt*  
 L. BREWITT  
 Bos'n., U.S.N.

16-20

Moored as before.

*L. Brewitt*  
 L. BREWITT  
 Bos'n., U.S.N.

20-24

Moored as before.

*L. Brewitt*  
 L. BREWITT  
 Bos'n., U.S.N.

Approved:

Examined:

*E. Carl* for *4B McLean*  
 Commanding Officer.

*E. Carl* *Levere*  
 Navigator.

4

PART III  
CONFIDENTIAL

Page \_\_\_\_\_

UNITED STATES SHIP ALMAACK (AKA10) Friday, 4 June, 19 43  
(Day) (Time) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

04-08  
Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

08-12  
Moored as before.

*E. F. Davis*  
for E. F. DAVIS  
Lieut., U.S.N.R.

12-16  
Moored as before.

*E. F. Davis*  
for E. F. DAVIS  
Lieut., U.S.N.R.

16-20  
Moored as before.

*E. F. Davis*  
for E. F. DAVIS  
Lieut., U.S.N.R.

20-24  
Moored as before.

*E. F. Davis*  
for E. F. DAVIS  
Lieut., U.S.N.R.

Approved: *E. F. Davis*  
for H. B. MC LEAN, Comdr.  
Commanding Officer.

Examined: *E. F. Davis*  
for H. B. MC LEAN  
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.

5

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 5 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04

Moored port side to dock in berth 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

04-08

Moored as before.

*E. F. Davis*  
E. F. DAVIS  
Lieut., U.S.N.R.

08-12

Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16

Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

16-20

Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24

Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H. B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H. B. McLean*  
H. B. McLEAN, Commander, U.S.N.  
Noted.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Sunday 6 June, 19 43  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
Moored port side to dock in berth 39, Norfolk Navy Yard, Portsmouth, Virginia, with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*R. C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

04-08  
Moored as before.

*R. C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

08-12  
Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

12-16  
Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

16-20  
Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

20-24  
Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

Approved:

*H. B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Commanding Officer

Examined:

*H. B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Navigator



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Monday 7 June 1943.  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04

Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Virginia, with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

04-08

Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

08-12

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

12-16

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

16-20

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

20-24

Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

Approved:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 8 June, 19 43  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to dock in berth # 39 Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

08-12 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

Approved:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Commanding Officer

Examined:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Navigator

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 9 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position (1800)	1200	2000
Lat.		
Long.		

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
 Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*R.C. Henning*  
 R.C. HENNING  
 Ens., U.S.N.R.

04-08  
 Moored as before.

*R.C. Henning*  
 R.C. HENNING  
 Ens., U.S.N.R.

08-12  
 Moored as before.

*Leland Thompson, Jr.*  
 LELAND THOMPSON, Jr.  
 Ens., U.S.N.R.

12-16  
 Moored as before.

*Leland Thompson, Jr.*  
 LELAND THOMPSON, Jr.  
 Ens., U.S.N.R.

16-20  
 Moored as before.

*Leland Thompson, Jr.*  
 LELAND THOMPSON, Jr.  
 Ens., U.S.N.R.

20-24  
 Moored as before.

*Leland Thompson, Jr.*  
 LELAND THOMPSON, Jr.  
 Ens., U.S.N.R.

Approved: *H.B. McLean*  
 H.B. McLEAN, Commander, U.S.N.  
Commanding Officer

Examined: *H.B. McLean*  
 H.B. McLEAN, Commander, U.S.N.  
Navigator

10

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 10 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
 Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Engine room not in operation due to torpedo hit. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*Leland Thompson, Jr.*  
 LELAND THOMPSON, Jr.  
 Ens., U.S.N.R.

04-08  
 Moored as before.

*Leland Thompson, Jr.*  
 LELAND THOMPSON, Jr.  
 Ens., U.S.N.R.

08-12  
 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

12-16  
 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

16-20  
 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

20-24  
 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

Approved:

*H.B. McLean*  
 H.B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H.B. McLean*  
 H.B. McLEAN, Commander, U.S.N.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (ALSA-10) Friday 11 June, 1943  
(1942) (1940) (1942)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

08-12 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

Approved:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
*Consulting Officer*

Examined:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 12 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04

Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

04-08

Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

08-12

Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

12-16

Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

16-20

Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

20-24

Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

Approved:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Sunday 13 June, 1943  
(Day) (Date) (Month)Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

04-08  
Moored as before.

*Leland Thompson, Jr.*  
LELAND THOMPSON, Jr.  
Ens., U.S.N.R.

08-12  
Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

12-16  
Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

16-20  
Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

20-24  
Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

Approved:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Surg. Dir.

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 ALMAACK (AKA-10) Monday 14 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
Moored port side to dock in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

04-08  
Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

08-12  
Moored as before.

*B.W. Kasproski*  
B.W. KASPROWSKI  
Ens., U.S.N.

12-16  
Moored as before.

*B.W. Kasproski*  
B.W. KASPROWSKI  
Ens., U.S.N.

16-20  
Moored as before.

*B.W. Kasproski*  
B.W. KASPROWSKI  
Ens., U.S.N.

20-24  
Moored as before.

*B.W. Kasproski*  
B.W. KASPROWSKI  
Ens., U.S.N.

Approved:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*H.B. McLean*  
H.B. McLEAN, Commander, U.S.N.  
Navigator.



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK. Tuesday 15 June 1943  
(Day) (Hour) (Month)

Zone description Plus 4.

Position (0800)	1200	2000
Lat.		
Long.		

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to dock in berth # 39 at Norfolk Navy Yard, Portsmouth, Va., with five manila lines and four wires. Receiving steam and electricity for light and power, fresh water and fire main pressure from the dock.

*B.W. Kasowski*  
B.W. KASPROWSKI  
Ens., U.S.N.

04-08 0445 Made preparations for getting underway. 0510 Capt. Walton, yard pilot, came aboard. 0530 Yard tug alongside and made fast to starboard quarter. Yard tug alongside and made fast to port quarter. 0540 Underway with aid of tugs, proceeding to drydock. 0604 Entered drydock # 3 at Norfolk Navy Yard, Portsmouth, Va., stern first. 0605 Made fast stern line from dry dock. Yard tugs cast off. 0610 Capt. Walton, pilot, left ship. 0652 Ship in drydock, caisson in place. 0704 Commenced pumping drydock.

*B.W. Kasowski*  
B.W. KASPROWSKI  
Ens., U.S.N.

08-12 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

Approved:

*H.M. McLean*  
H.M. McLEAN, Commander, U.S.N.  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, Lieut., U.S.N.R.  
Navigator.

\* UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 16 June 1943  
(Day) (Date) (Month)

ZONE DESCRIPTION Plus 4

## REMARKS

00-04 Moored in dry dock #3 at Norfolk Navy Yard, Portsmouth, Va. Receiving electricity and steam from the dock. Engine room not in operation.

*R.C. Herring*  
R.C. HERRING  
Ens., U.S.N.R.

04-08 Moored as before.

*R.C. Herring*  
R.C. HERRING  
Ens., U.S.N.R.

08-12 Moored as before

*Leland Thompson Jr.*  
LELAND THOMPSON JR.  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson Jr.*  
LELAND THOMPSON JR.  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson Jr.*  
LELAND THOMPSON JR.  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson Jr.*  
LELAND THOMPSON JR.  
Ens., U.S.N.R.

Approved:

*J.H. Bamberger*  
J.H. BAMBERGER

Examined:

*E.F. Care*  
E.F. CARE, LIEUTENANT, U.S.N.R.  
U.S.N., Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 17 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored in dry dock #3 at Norfolk Navy Yard, Portsmouth, Va. Receiving steam and electricity from the dock. Engine room not in operation.

*Elwood Thompson Jr.*  
LELAND THOMPSON JR.  
Ens., U.S.N.R.

04-08 Moored in dry dock as before.

*Elwood Thompson Jr.*  
LELAND THOMPSON JR.  
Ens., U.S.N.R.

08-12 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

12-16 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

16-20 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

20-24 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Friday 18 June 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 Norfolk Navy Yard, Portsmouth, Va., Relieving steam and electricity from the dock.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

04-08 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

08-12 In dry dock as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

12-16 In dry dock as before.

*D. W. Cole*  
D. W. COLE  
Ens., USNR

16-20 In dry dock as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

20-24 In dry dock as before.

*D. W. Cole*  
D. W. COLE  
Ens., U.S.N.R.

Approved: *J. H. Hansen*  
J. H. HANSEN  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALLAACK (AKA#10) Saturday 19 June, 193  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 Norfolk Navy Yard, Portsmouth, Va. Receiving steam and electricity from the dock.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.

04-08 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.

08-12 In dry dock as before.

*R. C. Henning*  
R. C. HENNING  
ENS., U.S.N.R.

12-16 In dry dock as before.

*R. C. Henning*  
R. C. HENNING  
ENS., U.S.N.R.

16-20 In dry dock as before.

*R. C. Henning*  
R. C. HENNING  
ENS., U.S.N.R.

20-24 In dry dock as before.

*R. C. Henning*  
R. C. HENNING  
ENS., U.S.N.R.

Approved: *J. D. Rosenberg*  
J. D. ROSENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, LIEUT., U.S.N.R.  
Inspector.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBATROSS (ATA-10) Sunday 20 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3, Norfolk Navy Yard, Portsmouth, Va. Receiving Steam and electricity from the dock.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

04-08 In dry dock as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

08-12 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

12-16 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

16-20 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

20-24 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved: *J. J. Danenberg*  
J. J. DANENBERG  
Commanding Officer.

Examined: *E.F. Carl*  
E.F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP AIRMAK (AKA-10) Monday 21, June 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 at Norfolk Navy Yard, Portsmouth, Va. Undergoing repairs. Receiving water, steam and electricity from dock.

*B.W. Kasproowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 In dry dock as before.

*B.W. Kasproowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

12-16 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

16-20 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

20-24 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

Approved:

*J. J. Danenberg*  
J. J. DANENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, LEUTENANT, USNR.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 22 June, 1943  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 at Norfolk Navy Yard, Portsmouth, Va.  
Undergoing repairs and receiving steam and electricity from dock.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12 In dry dock as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 In dry dock as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 In dry dock as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 In dry dock as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. H. Danenberg*  
J. H. DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, LIEUTENANT, 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 ALBATROSS (ATA-10) Wednesday 23 June , 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3, Norfolk Navy Yard, Portsmouth, Va. Undergoing repairs and receiving steam, water, and electricity from the dock.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

04-08 In dry dock as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

08-12 In dry dock as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

12-16 In dry dock as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

16-20 In dry dock as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

20-24 In dry dock as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

Approved:

*J. J. Dannenberg*  
J. J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, BUNTINGT, USNR.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 24 June , 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3, Norfolk Navy Yard, Portsmouth, Va. Undergoing repairs and receiving steam, water and electricity.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

04-08 In dry dock as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

08-12 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

12-16 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

16-20 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

20-24 In dry dock as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved:

*J.V. Dannenberg*  
J.V. DANNENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10)

Friday, 25, June, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
In dry dock # 3 at Norfolk Navy Yard, Portsmouth, Va. undergoing repairs. Receiving power, lights and water from dock.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg) U.S.N.

04-08  
In dry dock as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12  
In dry dock as before.

*Charles R. McMillan*  
CHARLES R. MC MILLAN  
Ens., U.S.N.R.

12-16  
In dry dock as before.

*Charles R. McMillan*  
CHARLES R. MC MILLAN  
Ens., U.S.N.R.

16-20  
In dry dock as before.

*Charles R. McMillan*  
CHARLES R. MC MILLAN  
Ens., U.S.N.R.

20-24  
In dry dock as before.

*Charles R. McMillan*  
CHARLES R. MC MILLAN  
Ens., U.S.N.R.

Approved:

*J. H. Spangenberg*  
J. H. SPANGENBERG  
Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL, Lieut.  
U.S.N.R. Navigator

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (ATA-10) Saturday 26 June , 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 at Norfolk Navy Yard, Portsmouth, Va. Undergoing repairs. Receiving steam, water and power from the dock.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

04-08 In dry dock as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

08-12 In dry dock as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

12-16 In dry dock as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

16-20 In dry dock as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

20-24 In dry dock as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (ATA-10) Sunday 27 June 1953  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 at Norfolk Navy Yard, Portsmouth, Va. Undergoing repairs. Receiving steam, water, and power from the dock.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

04-08 In dry dock as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

08-12 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
LIEUT., U.S.N.R.

12-16 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
LIEUT., U.S.N.R.

16-20 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
LIEUT., U.S.N.R.

20-24 In dry dock as before.

*E.F. Carl*  
E.F. CARL  
LIEUT., U.S.N.R.

Approved:

*J.H. Stancberg*  
DANNENBERG  
Commanding Officer

Examined:

*E.F. Carl*  
E.F. CARL, LIEUTENANT, USNR.  
Navigator

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAGCK (AKA-10) Monday 28 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 at Norfolk Navy Yard, Portsmouth, Va., undergoing repairs. Receiving steam, water and power from the dock.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

04-08 In dry dock as before.

*E. F. Carl*  
E. F. CARL  
LIEUT., U.S.N.R.

08-12 In dry dock as before.

*Richard Thompson*  
RICHARD THOMPSON  
Ens., U.S.N.R.

12-16 In dry dock as before.

*Richard Thompson*  
RICHARD THOMPSON  
Ens., U.S.N.R.

16-20 In dry dock as before.

*Richard Thompson*  
RICHARD THOMPSON  
Ens., U.S.N.R.

20-24 In dry dock as before.

*Richard Thompson*  
RICHARD THOMPSON  
Ens., U.S.N.R.

Approved: *J. Y. Danenberg*  
J. Y. DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBACOR (ATA-10) Tuesday 29 June, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3 at Norfolk Navy Yard, Portsmouth, Va., undergoing repairs. Receiving steam, water and power from the dock.

*Deland Thompson*  
DELAND THOMPSON  
Ens., U.S.N.R.

04-08 In dry dock as before.

*Deland Thompson*  
DELAND THOMPSON  
Ens., U.S.N.R.

08-12 In dry dock as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 In dry dock as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 In dry dock as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 In dry dock as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved:

*J. Danneberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, LEUTENANT, U.S.N.R.  
Navigator.

UNITED STATES SHIP ALBAACK (ATA-10) Wednesday 30 June 1943  
(Day) (Hour) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 In dry dock #3, at Norfolk Navy Yard, Portsmouth, Va., under-going repairs. Receiving steam, water and power from the dock. 0000 All preparations made for un-docking ship. 0100 Began flooding dry dock. 0135 Ship afloat. 0210 Draft of ship; 7ft. 6inches forward, 16ft. 6inches aft. 0230 Dry dock flooded at height of tide.

*Charles R. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 0758 Underway in tow of tugs to berth 39, pier #6.

*Charles R. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Underway with aid of Navy Yard tugs. 0810 Cleared dry dock. 0850 Moored stbd. side to; in berth 39, pier #6, Norfolk Navy Yard, Portsmouth Va., with two manila lines and six wires. 0858 Captain Waldon, Pilot; left ship. 0930 Receiving steam, water, and power from the dock.

*B.W. Kaspiowski*  
B.W. KASPIOWSKI  
Lt.(jg), U.S.N.

12-16 Moored as before.

*B.W. Kaspiowski*  
B.W. KASPIOWSKI  
Lt.(jg), U.S.N.

16-20 Moored as before.

*B.W. Kaspiowski*  
B.W. KASPIOWSKI  
Lt.(jg), U.S.N.

20-24 Moored as before.

*B.W. Kaspiowski*  
B.W. KASPIOWSKI  
Lt.(jg), U.S.N.

Approved:

*J. J. Lawrence*  
J. J. LAWRENCE  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.



Mag. No. 4842  
S.S. No. 017361



N. Pers. 350  
(Revised July 1942)

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*Confidential*  
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# DECK LOG BOOK

U. S. S. Almasack (AKA 10)

Month of July, 1943

U.S. FLEET  
RECEIVED  
100 AUG 29 14 12

U.S. FLEET  
RECEIVED

*9*

4042

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 1 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth # 39, pier 6, Norfolk Navy Yard, Portsmouth, Va., with two manila lines and six wires. Undergoing repairs and alterations. Receiving water, steam, power and electricity from the dock.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*B.W. Kaspiowski*  
B.W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

12-16 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

16-20 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

20-24 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

Approved:

Examined:

*J.F. Dannenberg*  
J.F. DANNENBERG, Commander, U.S.N.  
Commanding Officer

*E.F. Carl*  
E.F. CARL, Lieut., U.S.N.R.  
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 ALLAGACK (AKA-10) Friday 2 July 1943  
(Day) (Date) (Month)

Zone description Plus 4.

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04  
Moored starboard side to in berth # 37, pier 6, Norfolk Navy Yard, Portsmouth, Va. Undergoing repairs and alterations. Receiving water, steam and electricity from dock.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

04-08  
Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

08-12  
Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

12-16  
Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

16-20  
Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

20-24  
Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

Approved:

Examined:

*J. Dannenberg*  
DANNENBERG, Commander, U.S.N.  
Commanding Officer.

*E.F. Carl*  
E.F. CARL, Lieut., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBLACK (AKA-10) Saturday 3 July, 1943  
(Day) (Date) (Month)

Plus 4.

Zone description \_\_\_\_\_

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth # 37, pier 6, Norfolk Navy Yard, Portsmouth, Va., with two manila lines and six wires. Undergoing repairs and alterations. Receiving steam, water and electricity from dock.

*R.C. Hennig*  
R.C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R.C. Hennig*  
R.C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

12-16 Moored as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

16-20 Moored as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

20-24 Moored as before.

*E.F. Carl*  
E.F. CARL  
Lieut., U.S.N.R.

Approved:

Examined:

*J. Dannenberg*  
J. DANNENBERG, Commander, U.S.N.  
Commanding Officer.

*E.F. Carl*  
E.F. CARL, Lieut., U.S.N.R.  
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 ALBATROSS (ATA-10) Sunday 4 July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6 in Norfolk Navy Yard, Portsmouth, Va., with 2 Manila lines, and 6 wires. Receiving steam and electricity from the dock.

*E.F. Carl*  
E.F. CARL  
LIEUTENANT, U.S.N.R.

04-08 Moored as before.

*E.F. Carl*  
E.F. CARL  
LIEUTENANT, U.S.N.R.

08-12 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

12-16 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

16-20 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

20-24 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBATROSS (AKA-10) Monday 5 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored Stbd. side to in berth #39, pier #6 in Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam and electricity from the dock.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

04-08 Moored as before.

*D.W. Cole*  
D.W. COLE  
Ens., U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*E.P. Carl*  
E.P. CARL, LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (ATA-10) Tuesday 6, July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to in berth #39, pier #6, in Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam and electricity from the dock.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

04-08 No remarks.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

08-12 No remarks.

*J. E. Brugger Jr.*  
J. E. BRUGGER  
Lieutenant, U.S.N.R.

12-16 No remarks.

*J. E. Brugger Jr.*  
J. E. BRUGGER  
Lieutenant, U.S.N.R.

16-20 No remarks.

*J. E. Brugger Jr.*  
J. E. BRUGGER  
Lieutenant, U.S.N.R.

20-24 No remarks.

*J. E. Brugger Jr.*  
J. E. BRUGGER  
Lieutenant, U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*E. F. Carr*  
E. F. CARR, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALLANCE (AKA-10) Wednesday 7 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored Stbd. side to in berth #39, pier #6, in Norfolk Navy Yard, Portsmouth, Va., with 2 mainline lines and 6 wires. Receiving steam and electricity from the dock.

*J. D. Bruggen Jr.*  
J. D. BRUGGEN  
LIEUTENANT, U.S.N.R.

04-08 Moored as before.

*J. D. Bruggen Jr.*  
J. D. BRUGGEN  
LIEUTENANT, U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 8 July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to in Berth #39, Pier #6 at the Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam and power from the dock.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U. S. N. R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
LIEUTENANT, U. S. N. R.

08-12 Moored as before.

*J. Martin*  
J. MARTIN  
LIEUTENANT, U. S. N. R.

12-16 Moored as before.

*J. Martin*  
J. MARTIN  
LIEUTENANT, U. S. N. R.

16-20 1843 Making preparations to remove raft's between the ship and dock. 1904 Yard tugs arrived to assist in movement. Secured to Port side fw'd, and aft. Pilot EVERTON to supervise operations came on board. 1913 Ship broached away from dock. 1929 Removed floats clear of ship. 1945 Ship secured in berth #39, pier #6. Pilot and tugs away.

*J. Martin*  
J. MARTIN  
LIEUTENANT, U. S. N. R.

20-24 Moored as before.

*J. Martin*  
J. MARTIN  
LIEUTENANT, U. S. N. R.

Approved:

*J. H. DASHENBERG*  
J. H. DASHENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, LIEUTENANT, U. S. N. R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALLAGAK (ATA-10) Friday 9 July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to at Berth #39, Pier #6 in Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam and power from the deck.

*J. Martin*  
J. MARTIN  
LIEUTENANT, U.S.N.R.

04-08 Moored as before.

*J. Martin*  
J. MARTIN  
LIEUTENANT, U.S.N.R.

08-12 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
LIEUT., (Jg), U.S.N.

12-16 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
LIEUT., (Jg), U.S.N.

16-20 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
LIEUT., (Jg), U.S.N.

20-24 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
LIEUT., (Jg), U.S.N.

Approved:

*J. H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, LIEUTENANT, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP USNSC (A-1-10) Saturday 10 July 1943  
(Day) (Date) (Month)

Zone designation Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-01 Moored Stbd. side to, pier #6, berth #39 in Norfolk Navy Yard, Portsmouth Va., with 2 manila lines and 6 wires. Receiving steam, water and power from the dock.

*Bor Kasprowski*  
B.M. KASPROWSKI  
Lieut., (jg), U.S.N.

04-08 Moored as before.

*Bor Kasprowski*  
B.M. KASPROWSKI  
Lieut., (jg), U.S.N.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. Dannenberg*  
DANNENBERG  
COMMANDER, USN.  
COMMANDING *Commanding Officer*

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBATROSS (AS-10) Sunday 11 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored Stbd. side to, pier #6, berth #39 in Norfolk Navy Yard, Portsmouth Va., with 2 manila lines and 6 wires. Re elving steam, water and power from the deck.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
COMMANDER, USN, Standing Officer,  
COMMANDING

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Monday 12 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored Stbd side to in berth #39, pier #6 at Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam and power from the dock.

*Charles S. McMillan*  
CHARLES S. MC MILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. MC MILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*D.W. Cole*  
D.W. COLE  
Lieut., (jg), U.S.N.R.

12-16 Moored as before.

*D.W. Cole*  
D.W. COLE  
Lieut., (jg), U.S.N.R.

16-20 Moored as before.

*D.W. Cole*  
D.W. COLE  
Lieut., (jg), U.S.N.R.

20-24 Moored as before.

*D.W. Cole*  
D.W. COLE  
Lieut., (jg), U.S.N.R.

Approved:

*J.P. Dannenberg*  
J.P. DANNENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E.F. CARL, LIEUTENANT, USNR.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALBUCK (ATA-10) Tuesday 13 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored Stbd. side to in berth #39, pier #6 at Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam, water and power from the dock.

*D.W. Cole*  
 D.W. COLE  
 Lieut., (jg), U.S.N.R.

04-08 Moored as before.

*D.W. Cole*  
 D.W. COLE  
 Lieut., (jg), U.S.N.R.

08-12 Moored as before.

*B.W. Kaspiowski*  
 B.W. KASPROWSKI  
 Lieut., (jg), U.S.N.

12-16 Moored as before.

*B.W. Kaspiowski*  
 B.W. KASPROWSKI  
 Lieut., (jg), U.S.N.

16-20 Moored as before.

*B.W. Kaspiowski*  
 B.W. KASPROWSKI  
 Lieut., (jg), U.S.N.

20-24 Moored as before.

*B.W. Kaspiowski*  
 B.W. KASPROWSKI  
 Lieut., (jg), U.S.N.

Approved:

*J.Y. Dannenberg*  
 J.Y. DANNENBERG  
 Commanding Officer.

Examined:

*E.F. Carl*  
 E.F. CARL, LIEUTENANT, U.S.N.R.  
 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.

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PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (J2410) Wednesday 14, July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk, Navy Yard, Portsmouth, Va., stbd side to pier #6 berth #39 with 6 wires and two manila lines undergoing repairs and alterations receiving power lights, steam and water from dock.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lieut., (jg) U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lieut., (jg) U.S.N.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lieut. (jg) U. S. N. R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lieut. (jg) U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lieut. (jg) U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lieut. (jg) U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AKA-10) Thursday, 15 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk Navy Yard, Portsmouth, Va., stbd. side to pier #6 berth #39 with 6 wires and 2 manila lines. Undergoing repairs and alterations, receiving power, lights, steam, and water from dock.

*J. V. Powers*  
 J. V. POWERS  
 Lieut., (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lieut. (jg), U.S.N.R.

08-12 Moored as before

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

Approved:

*J. F. Dannenberg*  
 J. F. DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 Navigator.



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Friday 16 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk Navy Yard, Portsmouth, Va., stbd. side to pier #6 berth #39, with 6 wires and 2 manila lines. Undergoing repairs and alterations, receiving power, lights, steam and water from dock.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*G. MARTIN*  
G. MARTIN  
Lieut., U.S.N.R.

12-16 Moored as before.

*G. MARTIN*  
G. MARTIN  
Lieut., U.S.N.R.

16-20 Moored as before.

*G. MARTIN*  
G. MARTIN  
Lieut., U.S.N.R.

20-24 Moored as before.

*G. MARTIN*  
G. MARTIN  
Lieut., U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 17 July, 1943  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk Navy Yard, Portsmouth, Va., starboard side to pier #6, berth #39, with 6 wires and 2 manila lines. Undergoing repairs and alterations, receiving power, lights, steam and water from dock.

*G. Martin*  
G. MARTIN  
Lieut., U.S.N.R.

04-08 Moored as before.

*G. Martin*  
G. MARTIN  
Lieut., U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AKA-10)

Sunday

18

July

19 43

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk Navy Yard, Portsmouth, Va., Stbd. side to pier #6 berth #39, with 6 wires and 2 manila lines. Undergoing repairs and alterations, receiving power, lights, steam, and water from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

Approved:

*J. J. Sannenberg*  
J. J. SANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBANY (AKA-10) Monday 19 July 1943  
(Dep) (Date) (Dest)

Zone description \_\_\_\_\_

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk Navy Yard, Portsmouth, Va., stbd. side to pier #6 berth #39, with 6 wires and 2 manila lines. Undergoing repairs and alterations, receiving power, light, steam, and water from dock.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMULLAN  
Ens., U.S.N.R.

Approved:

*J. J. Danenberg*  
J. J. DANENBERG  
Commanding Officer.

Examined:

*E. F. Oak*  
E. F. OAK, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 20 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at Norfolk Navy Yard, Portsmouth, Va., stbd. side at pier #6, berth 39, with 6 wires and 2 manila lines. Undergoing repairs and alterations, receiving power, lights, steam, and water from dock.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved: *J. H. Danenberg*  
J. H. DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U. S. N. R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALBAHUK (APA-10) Wednesday 21 July, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to st pier #6, berth #39, Norfolk, Navy Yard, Portsmouth, Va., with six wires and 2 manila lines. Undergoing alteration and repairs, receiving steam, power, and water from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 22 July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to at pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Va., with six wires and two manila lines. Undergoing alterations and repairs, receiving steam, power, and water from dock.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

Approved:

*[Signature]*

Commanding Officer.

Examined:

*[Signature]*

E. F. CARL, Lieutenant, U.S.N.R.

Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Friday 23 July, 19 43  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia., with six wires and two manila lines. Undergoing alterations and repairs, receiving steam, power, and water from dock.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved:

*J. P. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 24 July , 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia., with six wires and two manila lines. Undergoing alterations and repairs, receiving steam, power, and water from dock.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

08-12 Moored as before.

*G. Martin*  
 G. MARTIN  
 Lieut., U.S.N.R.

12-16 Moored as before.

*G. Martin*  
 G. MARTIN  
 Lieut., U.S.N.R.

16-20 Moored as before.

*G. Martin*  
 G. MARTIN  
 Lieut., U.S.N.R.

20-24 Moored as before.

*G. Martin*  
 G. MARTIN  
 Lieut., U.S.N.R.

Approved:

*J. Dannenberg*  
 DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant., U.S.N.R.  
 Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAAK (APA-10) Sunday 25 July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, Berth #39, in Norfolk Navy Yard, Portsmouth, Va., with six wires and two manila lines. Undergoing alterations and repairs. Receiving steam, power and water from dock.

*G. Martin*  
G. MARTIN  
Lieut., U.S.N.R.

04-08 Moored as before.

*G. Martin*  
G. MARTIN  
Lieut., U.S.N.R.

08-12 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. L. Danenberg*  
DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10)

Monday

26

July

1943

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to at pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Va., with six wires and two manila lines. Undergoing alterations and repairs, receiving steam, power, and water from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

Approved:

*J. J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (ATA-10) Tuesday 27 July, 1943  
(Eng) (Days) (Months)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored stbd. side to at pier #6, Berth #39, Norfolk Navy Yard, Portsmouth, Va., with six wires and two manila lines, undergoing alterations and repairs, receiving steam, power, and water from dock.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved: *J. Y. Danenberg*  
J. Y. DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 28 July, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, Norfolk, Navy Yard, Portsmouth, Va., with 6 wires and two manila lines. Receiving steam, water and power from the dock.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved: *J. P. Danenberg*  
J. P. DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10)

Thursday

29

July

1943

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, Norfolk Navy Yard, Portsmouth, Va., with 6 wires and two manila lines. Receiving steam, power and water from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, USNR.  
Navigator.

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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Friday 30 July 1943  
(Day) (Date) (Month)Zone description Plus 4Position 080012002000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth # 39, Norfolk Navy Yard, Portsmouth, Va., with 6 wires and 2 manila lines. Receiving steam, power, and water from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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 ALMAACK (AKA-10) Saturday 31 July 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., with 6 wires and 2 manila lines. Receiving steam, power, and water from dock.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved: *J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.



Log. No. 317  
S.S. No.

UNITED STATES SHIP ALMAACK (AKA-10)

Sunday 1 August, 1943  
(Day) (Date) (Month)

020231

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, in berth #39, at Norfolk Navy Yard, Portsmouth Virginia., with 6 wires and 2 manila lines. Receiving steam, water and power from the dock.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

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1003 SEP 17 20 19  
 RECEIVED  
 U.S. NAVY  
 1003 SEP 17 20 19

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Monday 2 August 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 6 wires. Receiving steam, power, and water from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., USNR.  
Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 3 August 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., with 2 manila lines and 2 wire. Receiving steam, power and water from the dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

Approved: *J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 4 August 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 2 manila lines and 6 wires. Receiving steam, power, and water from the dock.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved: *[Signature]*  
DANNENBERG  
Commanding Officer.

Examined: *[Signature]*  
E. F. CARL, Lieutenant., U.S.N.R.  
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 ALMAACK (AKA-10) Thursday 5 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., with 6 wires and 2 manila lines, receiving steam, power, electricity, and water from the dock.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved: *J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Friday 6 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., starboard side with 6 wires and 2 manila lines. Receiving steam, water, and power from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 7 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0600	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., starboard side to with 6 wires and 2 manila lines. Receiving steam, water, and power from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

Approved: *J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Sunday 8 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., starboard side to, with 6 wires and 2 manila lines. Receiving steam, water, and power from the dock.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved: *J. P. Dannenberg*  
J. P. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.



UNITED STATES SHIP ALMAACK (AKA-10) Monday 9 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored at berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Va., starboard side to, with 6 wires and 2 manila lines, with U.S.S. COBB moored to port side. Receiving steam, water, and power from dock.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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 ALMAACK (AKA-10) Tuesday 10 August , 19 43

(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 6 wires and 2 manila lines. U.S.S. COBB, moored to port side. Receiving steam, power and water from dock.

*D W Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D W Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 11 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manila line. U.S.S. COBB, moored to port side. Receiving steam power and water from dock.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

Approved:

*H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 12 August , 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia, with 8 wires and 1 manila line. U.S.S. COBB, moored to port side. Undergoing alterations and repairs, receiving steam, power and water from the dock.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg), U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
 E. F. CARL  
 Lieut., U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
 E. F. CARL  
 Lieut., U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
 E. F. CARL  
 Lieut., U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
 E. F. CARL  
 Lieut., U.S.N.R.

Approved: *J. H. Dannenberg*  
 DANNENBERG  
 Commanding Officer.

Examined: *E. F. Carl*  
 E. F. CARL, Lieutenant., U.S.N.R.  
 Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Friday 13 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, in berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manila line. Receiving steam, water and electricity from the dock.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

12-16 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., USN.

16-20 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

20-24 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

Approved:

*J. P. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 14 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

**OPERATIONAL REMARKS  
(WAR DIARY)**

00-04 Moored starboard side to pier #6, in berth #39, at Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving steam, water and electricity from the dock.

*L. Prevett*  
L. PREVETT  
Bos'n., U.S.N.

04-08 Moored as before.

*L. Prevett*  
L. PREVETT  
Bos'n., U.S.N.

08-12 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

12-16 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

16-20 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

20-24 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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

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UNITED STATES SHIP ALMAACK (AKA-10) Sunday 15 August, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, in berth #39, at Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and one manila line. U.S.S. COBB, moored bow to stern on port side. Receiving air, electricity, steam and water from dock.

*B. W. Kasproowski*  
 B. W. KASPROWSKI  
 Lt. (jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproowski*  
 B. W. KASPROWSKI  
 Lt. (jg), U.S.N.

08-12 Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

12-16 Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

16-20 Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

20-24 Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
 J. H. DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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 ALMAACK (AKA-10) Monday 16 August, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manila line. U.S.S. COBB, moored bow to stern on port side, receiving air, electricity, steam and water from dock.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.



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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 17 August 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. U.S.S. COBB, moored bow to stern on port side. Receiving air, electricity, steam, and water from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved: *J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AKA-10) Wednesday 18 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #38, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving steam, power, and water from dock. U.S.S. COBB, Moored to port side.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10)Thursday 19 August 1943  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila lines. Receiving steam, power, and water from dock. U.S.S. COBB, moored to port side.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

Approved: \_\_\_\_\_

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: \_\_\_\_\_

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AKA10) Friday 20 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia. With 6 wires and 2 manila lines. Receiving steam, power, and water from dock. U.S.S. COBB, moored to port side.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKALO) Saturday 21 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia. With 6 wires and 2 manila lines. Receiving steam, power, and water from dock. U.S.S. COBB, moored to port side.

*E. F. Carl*  
 E. F. CARL  
 Lt., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
 E. F. CARL  
 Lt., U.S.N.R.

08-12 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n U.S.N.

12-16 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n U.S.N.

16-20 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n U.S.N.

20-24 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n U.S.N.

Approved:

*J. Danenberg*  
 J. DANENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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 ALMAACK (AKA10) Sunday 22 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia. With 6 wires and 2 manila lines. Receiving water and electricity from the dock. U.S.S. COBB, moored to port side.

*L. Prewett*  
L. PREWETT  
Bos'n U.S.N.

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n U.S.N.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA10) Monday 23 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia. With 6 wires and 2 manila lines. Receiving water and electricity from the dock. U.S.S. COBB, moored to port side.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R.C. Henning*  
R.C. HENNING  
Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL Lieutenant, U.S.N.R.  
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 ALMAACK (AKA10) Tuesday 24 August , 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39 at Norfolk Navy Yard, Portsmouth, Virginia, with 6 wires and 2 manila lines. Receiving steam, water, and electricity from the dock. U.S.S. COBB moored to port side.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

08-12 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., USNR

12-16 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., USNR

16-20 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., USNR

20-24 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., USNR

Approved:

*J. Danenberg*  
J. DANENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E. F. CARL Lieutenant, 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 ALMAACK (AKA10) Wednesday 25 August, 1943  
(Day) (Date) (Month)

Zone description Plus A

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39 at Norfolk Navy Yard Portsmouth, Virginia, with 6 wires and 2 manila lines. Receiving steam, water, and electricity from the dock. U.S.S. COBB moored to port side.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg) USNR

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg) USNR

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg) USNR

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg) USNR

Approved:

*J. H. Dannenberg*  
DANNENBERG  
Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL Lieutenant, 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 ALMAACK (AKA10) Thursday 26 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to berth #39, Pier #6, Norfolk Navy Yard, Portsmouth, Virginia, with 6 wires and 2 manila lines. Receiving water, steam and power from dock. U.S.S. COBB moored to port side.

*D W Cole*  
D. W. COLE  
Lt., (jg) USNR

04-08 0655 U.S.S. COBB cast off from port side.

*D W Cole*  
D. W. COLE  
Lt., (jg) USNR

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., USNR

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., USNR

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., USNR

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., USNR

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*E F Carl*  
E F CARL Lieutenant, USNR  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA10)

Friday

27

August

1943

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to berth #39, Pier #6, Norfolk Navy Yard, Portsmouth, Va., with 6 wires and 2 manila lines. Receiving water, steam, and power from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., USNR

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

08-12 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

12-16 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

16-20 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

20-24 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*F. Carl*  
F. CARL Lieutenant USNR  
Navigator.

UNITED STATES SHIP ALMAACK (AKA10) Saturday 28 August, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia, with 6 wires and 2 manila lines. Receiving water, steam, and power from dock.

*R. C. Henning*  
R. C. HENNING  
Ens., USNR

04-08 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., USNR

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL Lieutenant USNR  
Navigator.

UNITED STATES SHIP ALMAACK (AKA10) Sunday 29 August , 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6 in berth #39 at Norfolk Navy Yard, Portsmouth, Virginia with 6 wires and 2 manila lines. Receiving steam, water and electricity from the dock.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., USNR

08-12 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

12-16 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

16-20 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

20-24 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

Approved:

*J. J. Dannenberg*  
J. J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL Lieutenant USNR  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA10) Monday 30 August . 1943  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia with 6 wires and 2 manila lines. Receiving steam, water and power from dock.

*L. Prewett*  
L. PREWETT  
Bos'n USN

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

08-12 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt., (jg) USN

12-16 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt., (jg) USN

16-20 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt., (jg) USN

20-24 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt., (jg) USN

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
for E. F. CARL Lieutenant 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 ALMAACK (AKA10) Tuesday 31 August 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to berth #39 pier #6 at Norfolk Navy Yard Portsmouth, Virginia with 8 wires and 1 manila lines. Receiving water, steam and power from dock. U.S.S. COBB moored to port side bow to stern.

*B. W. Kasrowski*  
 B. W. KASPROWSKI  
 Lt., (jg) USN

04-08 Moored as before.

*B. W. Kasrowski*  
 B. W. KASPROWSKI  
 Lt., (jg) USN

08-12 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt., (jg) USNR

12-16 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt., (jg) USNR

16-20 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt., (jg) USNR

20-24 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt., (jg) USNR

Approved:

*J. Y. Dannenberg*  
 J. Y. DANNENBERG  
 Commanding Officer.

Examined:

*Carl*  
 CARL Lieutenant USNR  
 Navigator.

UNITED STATES SHIP ALMAACK (AKA10) Wednesday 1 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

1E-405

00-04 Moored starboard side to st berth #39 pier #6 at Norfolk Navy Yard, Portsmouth, Virginia with 8 wires and 1 manila line. Receiving water, steam and power from the dock. U.S.S. COBB moored to port side bow to stern.

*J. V. Powers*  
J. V. POWERS  
Lt., (Jg) USNR

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt., (Jg) USNR

08-12 Moored as before.

*Charles S. McMillan*  
CHARLES S. Mc MILLAN  
Ens., USNR

12-16 Moored as before.

*Charles S. McMillan*  
CHARLES S. Mc MILLAN  
Ens., USNR

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. Mc MILLAN  
Ens., USNR

20-24 Moored as before.

*Charles S. McMillan*  
CHARLES S. Mc MILLAN

56767

1943 OCT 16 19 05  
 U.S. FLEET  
 RECEIVED  
 COMMANDER IN CHIEF

Approved: *J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: *Carl*  
for - E CARL Lieutenant USNR  
Navigator.



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UNITED STATES SHIP ALMAACK (AKA10)

Thursday 2 September 1943

(Day) (Date) (Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at berth #39, pier #6 at Norfolk Navy Yard, Portsmouth, Virginia, with 8 wires and 1 penile line. Receiving water, steam and power from dock. U.S.S. COBB moored to port side bow to stern.

*Charles S. McMillan*  
CHARLES S. Mc MILLAN  
Ens., USNR

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. Mc MILLAN  
Ens., USNR

08-12 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

12-16 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

16-20 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

20-24 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n USN

Approved:

*J. H. Danenberg*  
J. H. DANENBERG  
Commanding Officer.

Examined:

*E. Carl*  
E. CARL Lieutenant 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.

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 UNITED STATES SHIP ALBATROSS (AG-10) Friday 3 September, 1943  
(Day) (Date) (Month)
Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at berth #39 pier #6 at Norfolk Navy Yard, Portsmouth, Va., with 8 wires and 1 manila line. Receiving water, steam and power from dock. U.S.S. COBB moored to port bow to stern.

*L. Fremett*  
L. FREMETT  
Bos'n USN

04-08 Moored as before.

*L. Fremett*  
L. FREMETT  
Bos'n USN

08-12 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., USNR

12-16 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., USNR

16-20 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., USNR

20-24 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., USNR

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*J. Martin*  
for E. CARL Lieutenant 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.

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CONFIDENTIAL

UNITED STATES SHIP ALBATROSS (AG-10) Saturday 4 September 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at berth #39, pier #6 at Norfolk Navy Yard, Portsmouth, Va., with 3 wires and 1 manila line. Receiving steam, water and power from dock. U.S.S. GOBB moored to port side, bow to stern.

*J. Martin*  
J. MARTIN  
Lt., USNR

04-08 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., USNR

08-12 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

12-16 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

16-20 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

20-24 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

Approved:

*J.H. Rosenberg*  
J. H. ROSENBERG  
Commanding Officer

Examined:

*J. Martin*  
J. F. CAMP, Lieutenant USNR  
Navigator

UNITED STATES SHIP ALBATROSS (AKA10) Sunday 5 September, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at berth #39, pier #6 at Norfolk Navy Yard, Portsmouth, Va., with 8 wires and 1 manila line. Receiving water, steam and power from dock. U.S.S. COBB moored to port side, bow to stern.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., USNR

08-12 Moored as before.

*C. S. McMillan*  
C. S. Mc MILLAN  
Ens., USNR

12-16 Moored as before.

*C. S. McMillan*  
C. S. Mc MILLAN  
Ens., USNR

16-20 Moored as before.

*C. S. McMillan*  
C. S. Mc MILLAN  
Ens., USNR

20-24 Moored as before.

*C. S. McMillan*  
C. S. Mc MILLAN  
Ens., USNR

Approved:

*J. H. ...*  
J. H. ...  
Commanding Officer.

Examined:

*fr. E. ...*  
fr. E. ...  
CARL Lieutenant 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.

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UNITED STATES SHIP ALFAACK (AKA-10) Monday 6 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, berth #39, in Norfolk Navy Yard, Ft Portsmouth, Virginia, with 8 wires and 1 minilla line. Receiving water, steam, and power from dock. U.S.S. COBB moored port bow to stern.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

08-12 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

12-16 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

16-20 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

20-24 Moored as before.

*L. Prewett*  
 L. PREWETT  
 Bos'n., U.S.N.

Approved:

*J. H. Rosenberg*  
 J. H. ROSENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant., U.S.N.R.  
 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.

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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 7 September, 1943  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at berth #39, pier #6, at Norfolk Navy Yard, Portsmouth, Virginia, with 8 wires and 1 manila line. Receiving water, steam and power from the dock. U.S.S. COBB, moored port side, bow to stern.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

08-12 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., U.S.N.R.

12-16 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., U.S.N.R.

16-20 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., U.S.N.R.

20-24 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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.

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CONFIDENTIAL

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 UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 8 September, 1943  
(Day) (Date) (Month)
Zone description FWS 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving water steam, and power from the dock. U.S.S. COBB, moored port side, bow to stern.

*J. Martin*  
J. MARTIN  
Lt., U.S.N.R.

04-08 Moored as before.

*J. Martin*  
J. MARTIN  
Lt., U.S.N.R.

08-12 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens. U.S.N.R.

12-16 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined:

*J. P. Carl*  
J. P. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (ATA-10) Thursday 9 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at berth #39, pier #6, at Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving water, steam and power from the dock. U.S.S. COBB, moored port side, bow to stern.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved: *J. Danenberg*  
J. DANENBERG  
Commanding Officer.

Examined: *E. P. Carl*  
E. P. CARL, Lieutenant, U.S.N.R.  
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.



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CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Friday 10 September, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to berth #39, pier #6, in Norfolk Navy Yard, Portsmouth, Virginia. With 3 wires and 1 manila line. Receiving water, power and steam from dock. U.S.S. CORB, moored portside, bow to stern.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

Approved: *J. Danneberg*  
DANNENBERG  
Commanding Officer.

Examined: *J. F. Carl*  
J. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 11 September 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving steam, water and power from dock. U.S.S. COBB, moored to port side.

*D. W. Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. P. Dannenberg*  
J. P. DANNENBERG  
Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., USNR.  
Navigator.

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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Sunday 12 September 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and one manila line. Receiving steam, water and power from the dock. U.S.S. COBE, moored to port side.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

04-08 Moored as before.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

Approved:

*J. P. Darnenberg*  
 J. P. DARNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant., U.S.N.R.  
 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 ALMAACK (AKA-10) Monday 13 September 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving steam, water and power from the dock. U.S.S. COBB, moored to port side.

*J. V. Powers*  
J. V. POWERS  
Lt. (Jg.), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (Jg.), U.S.N.R.

08-12 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved: *J. J. Bannenberg*  
BANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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 ALMAACK (AKA-10) Tuesday 14 September, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 2 wires and 1 manila line. Receiving steam, water and power from the dock. U.S.S. COBB, moored port side, bow to stern.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMILLAN*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before. 0840 U.S.S. COBB, cast off from port side.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carr*  
E. F. CARR, Lieutenant, U.S.N.R.  
Navigator.

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CONFIDENTIAL

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UNITED STATES SHIP ALBAACK (AKA-10) Wednesday 15 September 1943

(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 3 wires and 1 capila line. Receiving steam, water, and power from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg)., U.S.N.R.

08-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg)., U.S.N.R.

08-12 Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Lt. (jg)., U.S.N.R.

12-16 Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Lt. (jg)., U.S.N.R.

16-20 Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Lt. (jg)., U.S.N.R.

20-24 Moored as before.

*B. W. Kaspirowski*  
B. W. KASPIROWSKI  
Lt. (jg)., U.S.N.R.

Approved: *J. H. Dannenberg*  
J. H. DANNEBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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UNITED STATES SHIP ALMACK (AKA-10) Thursday 16 September 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 2 wires and 1 manila line, receiving power, lights and water from dock.

*B. W. Kasprowski*  
 B. W. KASPROWSKI  
 Lt.(jg)., U.S.N.

04-08 Moored as before.

*B. W. Kasprowski*  
 B. W. KASPROWSKI  
 Lt.(jg)., U.S.N.

08-12 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt.(jg)., U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt.(jg)., U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt.(jg)., U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt.(jg)., U.S.N.R.

Approved: *J. Danenberg*  
 DANENBERG  
 Commanding Officer.

Examined: *E. F. Carl*  
 E. F. CARL, Lieutenant., U.S.N.R.  
 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.

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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-101) Friday 17 September, 1943  
(Day) (Date) (Month)Zone description Plus 4Position 080012002000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to at pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manila line, receiving power, lights and water from the dock.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg.), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg.), U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

Approved:

*J. H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.



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UNITED STATES SHIP

ALMAACK

Saturday

18

September, 1943

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 scullia line. Receiving electricity, steam and water from the dock.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

Approved:

*J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AMA-10) Sunday 19 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #33, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and 1 manila line. Receiving steam, power and water from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. H. Dannenberg*  
J. H. DANNEBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Monday 20 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04. Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 waste line. Receiving steam, power, and water from dock.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

04-08. Moored as before.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

08-12. Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

12-16. Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

16-20. Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

20-24. Moored as before.

*R. C. Henning*  
 R. C. HENNING  
 Ens., U.S.N.R.

Approved:

*J. H. Hansen*  
 DANNEBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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 ALMAACK (ATA-10) Tuesday 21 September 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 3 wires and one snalle line. Receiving steam, power and water from dock.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved: *J. F. Danenberg*  
DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALBAACK (ATA-10) Wednesday 22 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0900	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 8 wires and one manila line. Receiving steam, power and water from the dock.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*L. Frewett*  
L. FREWETT  
Bos'n., U.S.N.

12-16 Moored as before.

*L. Frewett*  
L. FREWETT  
Bos'n., U.S.N.

16-20 Moored as before.

*L. Frewett*  
L. FREWETT  
Bos'n., U.S.N.

20-24 Moored as before.

*L. Frewett*  
L. FREWETT  
Bos'n., U.S.N.

Approved:

*J. Danneberg*  
J. DANNEBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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UNITED STATES SHIP ALFAACK (AKA-10) Thursday 23 September, 1943  
(Day) (Date) (Month)

Zone description FLAS 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to in berth #33, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With 7 wires and one Manila line. Receiving steam, power and water from the dock.

*L. Prewett*  
L. PREWETT  
Boat'n., U.S.N.

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Boat'n., U.S.N.

08-12 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

12-16 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

16-20 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

20-24 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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 ALMAACK (AKA-1010) Friday 24 September, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manilla line. Receiving air, water, power and lighting from dock.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

04-08 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

08-12 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 25 September , 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #6, berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 8 wires and 1 manila line. Receiving air, water, power from dock.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

12-16 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

16-20 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

20-24 Moored as before.

*E.F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

Approved:

*J.H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E.F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.



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UNITED STATES SHIP AIRLACK (AKA-10) Sunday 26 September 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #5, in berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 7 wires and 1 manila. Receiving steam, water and electricity from the dock.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

04-08 Moored as before. 0625 The pilot, Capt. Furrell came aboard. 0630 Tugs YT217, YT17, YT187, made fast alongside. 0613 Underway. 0712 Alongside, port side to pier #6, in berth #39. 0726 All tugs clear. All secure.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg.), U.S.N.R.

Approved:

*J. Danenberg*  
J. DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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

ALMAACK (ATA-10)

Monday  
(Day)27  
(Date)September, 1943  
(Month)

Zone description Plus 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 7 wires and 1 capilla line. Receiving steam, power and water from dock.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-07 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. F. Dannenberg*  
J. F. DANNEBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 28 September, 1943

(Day)

(Date)

(Month)

Zone description Plus 4Position 080012002000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam, power, and water from dock.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

04-08 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg)., U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg)., U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg)., U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg)., U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. P. Carl*  
E. P. CARL, Lieutenant, U.S.N.R.  
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 ALMACK (AKA-10) Wednesday 29 September, 1942  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires, receiving steam, power and water from the dock.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg)., U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg)., U.S.N.R.

08-12 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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UNITED STATES SHIP

ALMAACK (AKA-10)

Thursday 30 September 1943

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to, berth #30, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with nine wires. Receiving water, steam and power from dock.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*L. Bennett*  
L. BENNETT  
Ens., U.S.N.R.

12-16 Moored as before.

*L. Bennett*  
L. BENNETT  
Ens., U.S.N.R.

16-20 Moored as before.

*L. Bennett*  
L. BENNETT  
Ens., U.S.N.R.

20-24 Moored as before.

*L. Bennett*  
L. BENNETT  
Ens., U.S.N.R.

Approved:

*J. Danenberg*  
J. DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
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 ALMAACK (AKA-10) Friday 1 October, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With nine wires. Receiving water, steam and power from the dock.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

04-08 Moored as before.

*L. Prewett*  
L. PREWETT  
Bos'n., U.S.N.

08-12 Moored as before. 0840 Y.O. 47 made fast alongside.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

12-16 Moored as before. 1510 Y.O. 47 cast off. 1515 Y.O. 6 made fast alongside.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

16-20 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

20-24 Moored as before.

*D. C. BOWNDS*  
D. C. BOWNDS  
Ens., U.S.N.R.

59357

Approved: *J. Danenberg*  
DANENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 2 October, 1943

(Day)

(Date)

(Month)

Zone description Plus 1

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored to port side to berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia. With nine wires. Receiving power, water and steam from the dock. Y.O. 6 moored along starboard side.

*D. C. BOWDS*  
D. C. BOWDS  
Ens., U.S.N.R.

04-08 Moored as before.

*D. C. BOWDS*  
D. C. BOWDS  
Ens., U.S.N.R.

08-12 Moored as before. 0850 Y.O. 6 cast off.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

16-20 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 Moored as before.

*R. C. HENNING*  
R. C. HENNING  
Ens., U.S.N.R.

Approved: *J. H. Dannenberg*

DANNENBERG

Commanding Officer.

Examined: *E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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 ALMAACK (AKA-10) Sunday 3 October , 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to at berth #39, pier #6, Norfolk, Navy Yard, Portsmouth, Virginia., with nine wires. Receiving power, water and steam from dock.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

04-08 Moored as before.

*R.C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

Approved:

*J. H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.



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UNITED STATES SHIP ALMAACK (AKA-10) Monday 4 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #6, in berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with nine wires. Receiving steam, power and water from the dock.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt., U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg.), U.S.N.R.

Approved:

*J. J. Dannenberg*  
J. J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AKA-18) Tuesday 5 October, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam, water, and power from dock.

*D W Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

04-08 Moored as before.

*D W Cole*  
D. W. COLE  
Lt.(jg)., U.S.N.R.

08-12 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. J. Dannenberg*  
J. DANNEBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 6 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia, with 9 wires. Receiving steam, power and water from dock.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

04-08 Moored as before.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

08-12 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

12-16 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

16-20 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

20-24 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg.), U.S.N.R.

Approved:

*J. Dannenberg*  
 J. DANNEBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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.

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UNITED STATES SHIP ALMAACK (AKA-10) Thursday 7 October 19 43  
(Day) (Date) (Month)

Zone description Plus 4Position 080012002000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #19, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam, power and water from dock.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg), U.S.N.R.

04-08 Moored as before.

*J. V. Powers*  
 J. V. POWERS  
 Lt. (jg), U.S.N.R.

08-12 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

12-16 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

20-24 Moored as before. 2150 Lighted fires under boiler #2.

*Charles S. McMillan*  
 CHARLES S. McMILLAN  
 Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
 J. H. DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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 ALMAACK (AKA-10) Friday 8 October, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #6, in berth #19, at Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam, water and electricity from the dock. #2 boiler in operation. 0045 Secured #2 boiler, tested to 625 lbs.

*Charles S. McMullan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

04-08 Moored as before.

*Charles S. McMullan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

08-12 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*DW Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved: *J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 9 October 19 43  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam water and power from dock. #2 boiler in operation.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*A. V. Barkowsky*  
A. V. BARKOWSKY  
Lt. Comdr., U.S.N.R.

12-16 Moored as before.

*A. V. Barkowsky*  
A. V. BARKOWSKY  
Lt. Comdr., U.S.N.R.

16-20 Moored as before.

*A. V. Barkowsky*  
A. V. BARKOWSKY  
Lt. Comdr., U.S.N.R.

20-24 Moored as before.

*A. V. Barkowsky*  
A. V. BARKOWSKY  
Lt. Comdr., U.S.N.R.

Approved:

*J. J. Danenberg*  
J. J. DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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UNITED STATES SHIP ALMAACK (AKA-10) Sunday 10 October, 19 43

(Day)

(Date)

(Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam, water and power from the dock. #2 Boiler in operation.

*A. J. Barkowsky*  
A. J. BARKOWSKY  
Lt. Comdr., U.S.N.R.

04-08 Moored as before.

*A. J. Barkowsky*  
A. J. BARKOWSKY  
Lt. Comdr., U.S.N.R.

08-12 Moored as before.

*J. Martin*  
J. MARTIN  
Lieut., U.S.N.R.

12-16 Moored as before.

*J. Martin*  
J. MARTIN  
Lieut., U.S.N.R.

16-20 Moored as before.

*J. Martin*  
J. MARTIN  
Lieut., U.S.N.R.

20-24 Moored as before.

*J. Martin*  
J. MARTIN  
Lieut., U.S.N.R.

Approved:

*J. Danenberg*  
J. DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Monday 11 October, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. Receiving steam water and power from dock. #2 Boiler in operation.

*J. Martin*  
J. MARTIN  
Lieut., U.S.N.R.

04-08 Moored as before.

*J. Martin*  
J. MARTIN  
Lieut., U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

16-20 Moored as before. 1745 Commenced dock trials. 1900 Dock trial secured.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

Approved: *J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant., U.S.N.R.  
Navigator.



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 12 October, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #6, in berth #39, at Norfolk Navy Yard, Portsmouth, Virginia., with 6 wires. Receiving water from the dock. #1 and #2 boilers in operation.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lieut., U.S.N.R.

08-12 Moored as before. 0900 Made all preparations for getting under way. 0912 Pilot; C. Purcell, came aboard. 0921 Underway on post repair trials in accordance with Commandant, Norfolk Navy Yard, despatch 3-8 (2-MOMA), of 11 October 1943, pilot at Conn, Captain, Executive Officer, Navigator on bridge, standard speed twelve knots, standing down Norfolk Ship Channel on various courses and various speeds.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Underway as before. 1210 Anchored in major anchorage berth #2 in Hampton Roads, in 10 1/2 fathoms of water with 60 fathoms of chain, to port anchor, with following anchorage bearings: E Tower Hotel 047° T, Twin Stacks 340° T, Fort Wool, 083° T. 1328 Pilot; C. Purcell, left ship. 1402 Underway on post repair trial, Captain at Conn, Executive Officer, Navigator on bridge, standard speed 12 knots, standing out of Hampton Roads on various courses and various speeds. 1432 Entered Thimble Shoals Channel. Submarine nets abeam. 1347 Telemotor reversed to correct working order. 1505 Breakdown in engine room due to low oil pressure. 1510 All engines ahead two-thirds, resuming as before on trial test run.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Underway as before. 1620 Submarine nets abeam. Leaving Thimble Shoals Channel, entering Hampton Roads. 1643 Entered Norfolk Ship Channel. 1734 Pilot; C. Purcell, came aboard. 1830 Moored port side to in berth #39, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. 1833 Secured main engine.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved:

*J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.,  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10)Wednesday 13October, 1943

(Day)

(Date)

(Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth #19, pier #6, Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. #2 Boiler cut in for auxiliary purposes. Receiving steam from dock.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

08-12 Moored as before. 1017 Commenced inclining experiment 1200 Completed inclining experiment.

*B. W. Kasrowski*  
B. W. KASROWSKI  
Lt.(jg), U.S.N.

12-16 Moored as before.

*B. W. Kasrowski*  
B. W. KASROWSKI  
Lt.(jg), U.S.N.

16-20 Moored as before.

*B. W. Kasrowski*  
B. W. KASROWSKI  
Lt.(jg), U.S.N.

20-24 Moored as before.

*B. W. Kasrowski*  
B. W. KASROWSKI  
Lt.(jg), U.S.N.

Approved:

*J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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UNITED STATES SHIP ALMAACK (AKA-10) Thursday 11 October , 19 43  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to berth #39, pier #6, at Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. #2 boiler out in for auxiliary purposes, receiving steam and water from dock.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

08-12 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

12-16 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

16-20 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

20-24 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

Approved: *J. Dannenberg*

J. DANNENBERG

Commanding Officer.

Examined: *E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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.

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UNITED STATES SHIP ALMAACK (AKA-10) Friday 15 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to, berth #39, pier #6, at Norfolk Navy Yard, Portsmouth, Virginia., with 9 wires. #2 boiler out in for auxiliary purposes. Receiving steam and water from dock.

*J. Martin*  
 J. MARTIN  
 U.S.N.R.

04-08 Moored as before.

*J. Martin*  
 J. MARTIN  
 U.S.N.R.

08-12 0910 Made all preparations for getting underway. 0920 Pilot, T. Purcell came aboard. 0931 Underway, proceeding down Norfolk Ship Channel, on various courses and various speeds with aid of three Navy Yard Tugs, pilot at conn, captain, executive, navigator on bridge. 1010 Cast off all tugs, pilot T. Purcell left on tug. Proceeding down channel, Captain at conn. 1135 Left Norfolk Ship Channel, entered Hampton Roads. 1146 Submarine nets abeam, entering Thimble Shoals Channel.

*D. W. Cole*  
 D. W. COLE  
 Lt. (jg), U.S.N.R.

12-16 Steaming as before, on course 108° T&PGC proceeding down Thimble Shoals Channel. 1251 Cleared Thimble Shoals Channel and changed course to 047° T&PGC. 1254 Buoy 2 T abeam to port. Changed course to 337° T&PGC. Proceeding on various courses at 15 knots. 76 R.P.M. to enter York Spit Channel. 1352 Entered York Spit Channel. 1405 Cleared York Spit Channel. Changed course to 068° T&PGC reduced speed preparing to bring ship to anchor. 1428 Anchored in 9 fathoms of water with 45 fathoms of chain to the port anchor. Anchor bearings: Old Plantation Light 124° T, Buoy "A" 166° T, Buoy #10, 012° T.

*E. F. Carl*  
 E. F. CARL  
 Lt. U.S.N.R.

16-18 Anchored as before.

*D. W. Cole*  
 D. W. COLE  
 Lt. (jg), U.S.N.R.

18-20 Anchored as before.

*B. W. Kasprownki*  
 B. W. KASPROWNY  
 Lt. (jg), U.S.N.

Approved:

*J. P. Dannenberg*  
 J. P. DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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 ALMAACK (AKA-10) Friday 15 October , 19 43  
(Day) (Class) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

20-24 Anchored as before. Bearings of anchorage: Old Plantation Light  
 123° T, Buoy "A" 067° T, York Spit Channel Buoy # 9, 254° T.

*J. Martin*  
 J. MARTIN  
 Lt. U.S.N.R.

Approved:

*J. Danneberg*  
 J. Y. DANNEBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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 ALMAACK (AKA-10) Saturday 16 October 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored in 9 fathoms of water with 45 fathoms of chain to the port anchor. Anchor bearings: Old Plantation St. 124° T. Buoy "A" 168° T. Buoy "10" 012° T. Ship in darkness with anchor lights and in condition II M.A.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

04-08 Anchored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 0915 Made all preparations for getting underway. 1025 All hands to general quarters. 1055 Secured from general quarters. 1055 Commenced heaving in anchor. 1105 Anchor aweigh underway. Captain at conn. Executive officer and Navigator on bridge. Steaming on various courses at various speeds attempting to calibrate radio direction finder.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

12-16 1200 Underway as before. 1420 Due to failure of telemotor system shifted to hand electric steering. 1430 Steering course 180° T. and P.C.C. 1441 Entered York Spit Channel in route Hampton Roads. 1452 Cleared York Spit Channel changed course to 167° T. and P.C.C. 1545 Changed course to 152° T. and P.C.C.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

16-18 Underway as before. 1605 Entered Thimble Shoals Channel. 1643 Cleared Thimble Shoal Channel. 1645 Passed through submarine nets. 1645 Changed course to 258° T. P.C.C. 1733 Pilot Sexton came aboard. 1755 Tugs YT 147 on starboard bow, Peerless on port bow. YT 295 on port quarter. Manoeuvring to go alongside United Nations Docks, Norfolk, Virginia.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

18-20 1831 Moored port side to pier B, United Nations Dock, Norfolk, Virginia., with 6 wires and 2 manila lines. 1833 Pilot Sexton left ship.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.

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.

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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 16 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

20-24 2030 Secured fires under #1 boiler, #2 boiler cut in for auxiliary purposes.

*D. W. Cole*  
 D. W. COLE  
 Lt. (jg), U.S.N.R.

Approved:

*J. H. Dannenberg*  
 DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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 ALMAACK (ATA-10) Sunday 17 October 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier B, United Nations Dock, Norfolk, Virginia., with 6 wires and 2 manila lines. #2 Boiler out in for auxiliary use.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*B. W. Kaspiowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*B. W. Kaspiowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.R.

16-20 Moored as before.

*B. W. Kaspiowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

*B. W. Kaspiowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.R.

Approved:

*J. Danenberg*  
J. DANENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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  
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UNITED STATES SHIP ALMAACK (AKA-10)

Monday

18

October 19 43

(Day)

(Date)

(Month)

Zone description Plus 4

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier B, United Nations Dock, Norfolk, Virginia., with six wires and two manila lines. # 1 and # 2 boilers in use for auxiliary purposes.

*B. W. Kasproski*  
B. W. KASPROWSKI.  
Lt.(jg), U.S.N.

04-08 0600 Made all preparations for getting underway. 0639 Stationed special sea detail. 0654 Lt. J. Southworth, USN. pilot came aboard. 0700 Underway steering various courses making various speeds, pilot conning, Captain on bridge. 0702 Tug made fast to starboard bow. 0710 Pilot left ship. 0713 Tug cast off and cleared ships side, proceeding out through ship channel on course 003° T. buoy 3A abeam to starboard, distance of 50 yards. 0725 Making 2/3 speed, standard speed 15 knots. 0735 Changed course to 061° T. 0737 Made departure from ship channel buoy #1 abeam to starboard at a distance of 50 yards. Entering Hampton Roads. 0739 Passed Fort Wool tower abeam to starboard at a distance of 250 yards. 0744 Reduced speed to 2/3 ahead. Passing through submarine nets at 0748, on course 078° T. 0752 Resumed speed of standard. 0756 Entered Thimble Shoal Channel. 0833 Cleared Thimble Shoal Channel. 0838 Changed course to 330° T.

*B. W. Kasproski*  
B. W. KASPROWSKI.  
Lt.(jg), U.S.N.

08-12 Underway as before. 1022 Wolf Trap degaussing station abeam to starboard, distance 900 yards. Stopped main engines, backed full on main engines for test purposes. 1048 Stopped main engines. 1055 Ens., Mackelfresh, USNR. and Ens., Parker, USNR. degaussing officers came aboard. 1112 Ahead 1/3 on main engines. 1115 Ahead 2/3 on main engines. 1124 Ahead standard speed 76 turns 15 knots. Commenced test runs on degaussing range steering various courses.

*B. W. Kasproski*  
B. W. KASPROWSKI.  
Lt.(jg), U.S.N.

12-16 Continuing runs on Wolf Trap Degaussing station standard speed 15 knots at 76 R.P.M. steering various courses. 1337 Completed degaussing runs. 1347 Ens., Mackelfresh, and Ens., Parker, USNR. degaussing officers left ship. Proceeded at various speeds on course 355 T. 1406 Held general quarters. 1413 Preparing to conduct structural test firing. 1417 Began firing 20MM #1-3-5 first string. 1428 Began firing 5"38 first round. 1435 Began firing 3"50 #1 and # 3 first round. 1445 Second round on #1 and #3, 3"50 cal. 1452 Began firing 5"38 second round, and 3"50 cal. second run on #1 and #3. 1500 Began firing 3"50 cal. third run #1 and #3. 1507 Began firing 3"50 cal. fourth run #2 and #4. 1515 Began firing 3"50 cal. fifth run #2 and #4. 1520 Began firing 3"50 cal. sixth run #2 and #4. 1523 Began firing 5"38 cal. third run. 1523 Began firing 3"50 cal. #4 seventh run. 1530 Completed firing 5"38 and 3"50. 1535 Began firing 20MM #2-4-6, first string. 1538 Completed firing 20MM. Secured from general quarters. On structural tests of four 3"50 cal. dual purpose guns and one 5"38 cal. dual purpose gun, four rounds of B.L.&P., projectiles were fired from each gun. Six new 20MM guns were tested, ten rounds fired by each gun. 1540 Began compensating steering magnetic compass.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Monday 18 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

16-18 Underway as before, steering various courses at 7 knots 36 R.P.M. compensating magnetic steering compass. 1730 Completed swinging ship, changed course to 180° T. & P.G.C. speed 17 knots.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

18-20 Underway as before. 1909 Anchored in Old Plantation Flats, Chesapeake Bay, in 10 fathoms of water, with 60 fathoms of chain out to the starboard anchor, on the following anchorage bearings: Buoy "A", 138° T. Old Plantation Light 122° T. York Spit Channel Buoy #9, 244° T. York Spit Channel Buoy #10, 028° T. 1916 Secured main engines, #2 boiler in use for auxiliary purposes. 1925 Darkened ship.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

20-24 Anchored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 19 October, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored in Old Plantation Flats, Chesapeake Bay, in 10 fathoms of water, with 60 fathoms of chain out to the starboard anchor, on the following anchorage bearings: Buoy "A" 144° T. Old Plantation Light 123° T. Channel Buoy #9, 244° T. Flashing red Buoy #10, 032° T.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

04-08 Anchored as before. 0500 Lighted fires under #2 boiler. 0630 All preparations made to get underway. 0645 Commenced heaving in the anchor. 0700 Anchor aweigh, underway steaming on various courses at 4 knots, 25 R.P.M. to compensate standard magnetic compass.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

08-12 Underway as before. 0850 Commenced calibration of radio direction finder. 1112 Completed calibration of radio direction finder. 1121 Completed compensation of standard magnetic compass. 1130 Anchored in 6 fathoms of water with 45 fathoms of chain out to starboard anchor, on the following anchorage bearings: Old Plantation Light, 118° T; Buoy #10, 032° T; Buoy #9, 246° T; Buoy "A", 126° T. 1131 Secured main engines.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Anchored as before. 1240 Made all preparations for getting underway. 1300 Underway, enroute to N.O.B., Norfolk, Virginia., at various speeds and various courses to Ship Channel entrance buoys Captain conning. 1316 Entered York Spit Channel, buoy #9, abeam to starboard distance of 600 yards. Commenced steering courses to conform with channel standard speed 15 knots 76 R.P.M. 1531 Passed through submarine nets. 1555 All engines stopped. 1557 Pilot, Lt. J. Southworth came aboard, Tugs made fast to port bow, and to port quarter.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

16-20 1615 All engines stopped. 1626 Moored starboard side to pier #2, berth #25, N.O.B., Norfolk, Virginia., with 8 wires. 1632 Secured main and steering engines. 1715 Secured #2 boiler, No 1, boiler in use for auxiliary purposes.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

20-24 Moored as before.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

Narrator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 20 October, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #2 N.O.B., Norfolk, Virginia., with 6 wires, Boiler #1 in use for auxiliary purposes.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

04-08 Moored as before.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

08-12 Moored as before. 1005 Commenced fueling ship.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

12-16 Moored as before. 1225 Finished fueling ship. Received aboard 53,634 gallons of fuel oil. 1245 All preparations made to get underway. 1305 Pilot, H. T. Treakle, came aboard. Tugs YT 214 and Peerless made fast alongside. 1331 All lines clear, underway. 1339 Pilot left the ship and all tugs cast off. Proceeding down Norfolk Ship Channel, course 004° T. Degaussing coils energized. Steaming on various courses at various speeds through Hampton Roads. 1403 Passed through submarine nets. 1411 Entered Thimble Shoals Channel. Steaming at full speed. Standard speed 15 knots, 76 R.P.M. 1458 C. Henry, Lt. abeam to starboard. Steering various courses through swept channels.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

16-20 Steaming as before. 1838 Changed course to 083° T. 1840 Changed course to 162° T.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

20-24 Steaming as before. 2110 Changed course to 188° T.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 21 October 1943  
(Day) (Date) (Month)

Zone description \_\_\_\_\_

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Proceeding enroute from N.O.B., Norfolk, Virginia., to Charleston, South Carolina., with U.S.S. STANSBURY, as escort. Boilers one and two in use for steaming purposes. Steaming at full speed, 18.3 knots, 93 R.P.M. Zigzagging on course 188° T. 0205 Resumed zigzagging. 0200 Changed course to 236° T.

*J. Martin*  
J. MARTIN.  
Lt. U.S.N.R.

04-08 Zigzagging as before. 0622 All hands to general quarters. 0700 Secured from general quarters.

*L. Prewett*  
L. PREWETT.  
Bos'n., U.S.N.

08-12 Zigzagging as before. 0800 Position latitude 33-36 N. longitude 76-03 W. 1035 Exercised all hands at abandon ship drill. 1048 Secured from abandon ship drill. 1055 Exercised all hands at fire drill. 1101 Secured from fire drill.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

12-16 Zigzagging as before. 1350 Ceased zigzagging. 1354 Changed course to 245° T. & P.G.C. 1356 Resumed zigzagging.

*T. R. Olson*  
T. R. OLSON  
Lt.(jg), U.S.N.R.

16-18 Zigzagging as before. 1500 Ceased zigzagging.

*J. A. Smith*  
J. A. SMITH.  
Lt.(jg), U.S.N.R.

18-20 Steaming as before. 1823 Passed buoy "2CR" abeam to starboard.

*C. R. Yost*  
C. R. YOST.  
Lt.(jg), U.S.N.R.

20-24 Steaming as before. 2029 Changed course to 248° T. proceeding to entrance buoys, Charleston, South Carolina. 2138 Passed buoy "2AC" abeam to starboard, distance 50 yards. 2129 All engines stopped. 2138 Pilot, Mr. Myott, came aboard. 2145 All engines ahead, proceeding to harbor steering various courses to conform with channel making various speeds, pilot conning, Captain on bridge.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL. Lieutenant. U.S.N.R.

Navigator.



PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Friday 22 October, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Steaming up Cooper River with pilot at conn, heading for Navy Yard. Captain and Navigator on bridge, both boilers in use for steaming purposes. 0019 Secured degaussing coils. 0022 Mr. Henson, tug pilot came aboard. 0025 Tugs "Hinton" and "Warbound" came alongside on starboard bow and two Navy tugs came alongside on starboard quarter. 0030 All engines stopped. 0053 Moored port side to east side of pier F3, in Charleston Navy Yard, with six wires and one manila line out to dock. #1 Boiler in use for auxiliary purposes. 0105 Secured main engine. 0112 Secured electric steering. Pilots, Mr. Myott, and Mr. Henson, left ship.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

04-08 Moored as before.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

08-12 0800 Quarters for muster no absentees. 1110 Commenced taking on fresh water.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

12-16 Moored as before. 1400 Completed taking on 22,464 gallons fresh water. 1405 Lighted fires under #2 boiler. 1435 Received on board the following fresh provisions for use in general mess, inspected as to quantity by O.O.D. and as to quality by Lt. Bondurant, (MC), USNR; 200 gallons fresh milk. 1530 Made all preparations for getting underway. 1559 Pilots; Mr. J. Johnson, and Mr. W. Santos, came aboard.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

16-20 1600 Got underway for Jacksonville, Florida. Mr. Johnson, tug pilot, at conn, Captain, Executive Officer and Navigator on bridge. 1604 Mr. Johnson left ship. 1604 Lt. Commander, Santos, USCGR, at conn. Standing out of Charleston Harbor on various courses and speeds conforming to channel. 1654 Passed degaussing range. 1707 Anchored in Cooper River, off Charleston City, in eight fathoms of water in berth B-4, with 45 fathoms of chain to the port anchor. Bearings of anchorage; tank on Sumpter Hotel 247° T. Buoy #32, 155° T. Buoy #34, 121° T. 1710 Secured main engine until 2100. 1712 Secured special sea detail.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

Approved:

*J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant. U.S.N.R.  
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 ALMAACK (AKA-10) Friday 22 October, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

20-24 Anchored as before. 2005 Pilot, Mr. W. Santos, came aboard. 2030 Made all preparations for getting underway. 2056 Anchor awiegh, underway for Jacksonville, Florida., pilot at conn. Captain, Executive Officer and Navigator on the bridge, standard speed 12 knots. Heading out of Cooper River on various courses and at various speeds. 2204 Passed through submarine net. Entered international waters. 2227 Turned off running lights. 2235 Pilot left ship. 2245 Passed buoy "2C" abeam to port. 2250 All engines ahead standard, 15 knots 76 R.P.M. 2302 Passed buoy "2BC" abeam to port. Changed course to 219° T. & P.G.C.

*J. Martin*  
 J. MARTIN  
 Lt. U.S.N.R.

Approved:

*J. Dannenberg*  
 DANNENBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 Navigator.

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 23 October, 1943

(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Underway from Charleston, South Carolina., to Jacksonville, Florida. Steaming on both boilers on course 232° T. & P.G.C. at 17.5 knots, 87 R.P.M. 0135 Passed buoy "6 HI" abeam to starboard. 0217 Passed Port Royal sea buoy abeam to starboard. 0255 Passed Savannah Lightship abeam to starboard. Changed course to 198° T. & P.G.C.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Steaming as before. 0629 Passed buoy "29" abeam to starboard. 0630 All hands to general quarters. 0700 Secured from general quarters.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Steaming as before. 0802 Sighted St. Johns Light vessel abeam to starboard. Changed course to 277° T. & P.G.C. 0834 Stationed all special sea detail. 0915 Lieut. Comdr., Mickler, USCGR, pilot came aboard. Steaming up St. John's River with pilot at conn. Captain and Navigator on the bridge. Entered St. John's River. Steaming on various courses at various speeds, proceeding up St. John's River. 1125 Tug pilot, H. B. Jenson, came aboard. 1131 Yard tug "Potter" came alongside on starboard bow; yard tug "Volunteer", came alongside on starboard quarter. 1155 Moored port side to pier #2, Terminal Dock, Jacksonville, Florida, with six wires, and one manila line. 1159 All engines secured, boiler #2 in use for auxiliary purposes.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before. 1201 Secured main engine. 1203 Secured special sea detail. 1204 Secured main gyro. 1237 All boats manned, lowered boats excepting three on hatch #7. 1240 Ship's draft forward 15' 6", aft. 24' 2". 1600 Draft after boats unloaded, forward 15' 3", aft 23' 10".

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-20 Moored as before. No further remarks.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Moored as before. No further remarks.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved:

*J. H. Dannenberg*  
DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

Navigator.



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CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10)Sunday24October, 19 43

(Day)

(Date)

(Month)

Zone description Plus 4Position 080012002000

Lat.

Long.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #2 Municipal docks, Jacksonville, Florida, with 6 wires. #1 Boiler in use for auxiliary purposes.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

08-12 0900 Commenced receiving cargo from dock. Draft of ship fwd. 15' 0" draft of ship aft. 24' 0".

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

12-16 Moored as before. Continuing cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

16-20 Moored as before. Continuing cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

20-24 Moored as before. Continuing cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

Approved:

*J. H. Dannenberg*  
DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Monday 25 October, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #2, Municipal Docks, Jacksonville, Florida. With 6 wires, and one manila line. #1 Boiler in use for auxiliary purposes. Continuing cargo operations.

*DW Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

04-08 Moored as before. Continuing cargo operations.

*DW Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

08-12 Moored as before. Continuing cargo operations.

*BW Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

12-16 Moored as before. Continuing cargo operations.

*BW Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

16-20 Moored as before. Continuing cargo operations.

*BW Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

20-24 Moored as before. Continuing cargo operations.

*BW Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved:

*J Y Dannenberg*  
J Y DANNENBERG  
Commanding Officer.

Examined:

*E F Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 26 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #2, Municipal Docks, Jacksonville, Florida. With 8 wires, and one manila line. #1 Boiler in use for auxiliary purposes. Continuing cargo operations.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

12-16 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

16-20 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

20-24 Moored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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

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UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 27 October, 1943  
(Day) (Date) (Month)Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to pier #2, Municipal Docks, Jacksonville, Florida., with eight wires and one manila line. #1 Boiler in use for auxiliary purpose.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

04-08 Moored as before.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

08-12 Moored as before. 0930 All preparations made to get underway. 0950 Pilot, Berry came aboard. Tugs A. B. Potter and Volunteer made fast alongside. 1002 All lines clear of dock. Underway. Captain, Executive Officer and Navigator on the bridge. Pilot at the conn. 1021 Both tugs cast off. Proceeding down St. John's River on various courses at various speeds. Standard speed 12 knots, 61 R.P.M.

*E. F. Carl*  
E. F. CARL  
Lieut. U.S.N.R.

12-16 1200 Underway on various courses and speeds, down St. Johns River. Pilot, Mr. Berry at the conn. Captain and Executive Officer and Navigator on bridge. 1221 Pilot, Mr. Berry left the ship. 1224 Special Sea detail secured, set condition II MS watch I. Standard speed 15 knots, 76 R.P.M. 1237 Passed St. John's Lightship abeam. 1237 Changed course to 139° T. & P.G.C. 1304 Changed course to 155° T. & P.G.C. 436# Average steam. 90.39 Average R.P.M.

*F. Skelton*  
F. SKELTON  
Ens. U.S.N.R.

16-18 Steaming as before. 450# Average steam. 89.03 Average R.P.M.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

18-20 Steaming as before. 1920 Changed course to 122° T.&P.G.C. 1950 Changed course to 169° T. 169° P.G.C. Average steam 450#. Average R.P.M. 89.28.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

20-24 Steaming as before. 2005 Hetzel Shoals light abeam to starboard. 2035 Changed course to 171° T. & P.G.C. 2100 Increased speed to 19 knots, 96 R.P.M. 2225 Changed course to 169° T. & P.G.C. 2305 Passed Bethel Shoals light abeam to starboard, at a distance of two miles. 2306 Changed course to 172° T. & P.G.C. Average steam 455#. Average R.P.M. 92.75.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.

Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Thursday 28 October, 1943

(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Steaming on course 174° T. and 174° P.G.C. at full speed, 19 knots 93 R.P.M. standard speed 15 knots, 76 R.P.M. Enroute to Jacksonville, Florida, to Colon, Cannel Zone. Both boilers in use for auxiliary purposes. U.S.S. SNOWDEN as escort. 0020 St. Lucia Sea Buoy abeam to starboard. 0155 Jupiter Inlet light abeam to starboard. Changed course to 172° P.G.C. and 172° T. 0233 Lake Worth Inlet Light abeam to starboard. Changed course to 183° T. and 183° P.G.C. Reduced speed to 18 knots 89 R.P.M. Average steam 433#. Average R.P.M. 92.32.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

04-08 Steaming as before. 0400 Changed speed to 19 knots, 96 R.P.M., passed Delmonte Light abeam to starboard. 0430 Passed Hillsboro light abeam to starboard, distance 1 1/2 mile. 0432 Changed course to 181° T. and 181° P.G.C. 0435 Changed course to 185° T. and 185° P.G.C. 0500 Passed lighted Wreck buoy abeam to starboard, distance 2 miles. 0550 Changed course to 175° T. and 175° P.G.C. 0620 Changed course to 180° T. and 180° P.G.C. 0625 Sounded general quarters. 0640 Changed course to 191° T. 191 P.G.C. 0645 Passed Fowey light abeam to starboard, distance 1 1/2 miles. 0710 Secured from general quarters, set condition II MS. 0725 Changed course to 191° T. and 191 P.G.C. 0723 Changed course to 203° T. and 203° P.G.C. Passed Pacific Reef Light abeam to starboard, distance 2 miles.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

08-12 Steaming as before. 0817 Changed course to 214° T. 214° P.G.C. Passed Carysford Reef abeam to starboard, distance 1/2 mile. 0823 Changed course to 213° T. and 213° P.G.C. 0830 Changed course to 210° T. and 210° P.G.C. 0837 Changed course to 208° T. and 208° P.G.C. 0858 Changed course to 215° T. and 215° P.G.C. 0901 Changed course to 216° T. and 216° P.G.C. 0913 Changed course to 235° T. and 235° P.G.C. 1011 Passed Alligator Reef abeam to starboard, distance 1/2 mile. 1047 Passed Tennessee Reef abeam to starboard, distance 600 yards. Changed course to 247° T. and 247° P.G.C. 1152 Passed Sombrero Reef abeam to starboard, distance 1 mile. Changed course to 254° T. and 254° P.G.C.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 1200 Steaming as before. Course 254° T. and 254° P.G.C. 1308 Passed American Shoals Light abeam to starboard, distance 1,000 yards. 1315 Changed course to 257° T. and 257° P.G.C. 1327 Buoy "I" passed abeam to starboard distant one mile. 1345 Changed course to 252° T. and 252° P.G.C. 1355 Changed course to 257° T. and 257° P.G.C. 1402 Passed Key West light abeam to starboard, distant four miles. 1419 Sand Key Light abeam to starboard, distant one mile. 1458 Colbin Rock buoy passed abeam to starboard distant 2 miles. 1517 Cosgrove Shoal light abeam to starboard, distant three miles.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

16-18 1600 28 feet shoal buoy abeam to starboard. Changed course to 230° T. and 230° P.G.C. Commenced zig zagging.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

Approved:

Examined:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

*E. F. Carl*  
E. F. CARL, Lieutenant. U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10)

Thursday 28 October, 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

18-20 Steaming as before. 1900 Retarded clocks one hour to zone plus 5 time. 1900 Ceased zig zagging. Average steam 460#, average R.P.M. 96.25.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

20-24 2215 Sighted Cayo Jutias Light, bearing 175° at 22.3 miles. 2256 Cayo Jutias Light abeam bearing 140° at 17 miles. 2340 Changed course to 225° P.G.C. 2355 Sighted Cayo Buenavista Light, bearing 180° at 15 miles. Average steam 458#, average R.P.M. 96.67.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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 ALMAACK (AKA-10) Friday 29 October , 19 43  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Underway, enroute from Jacksonville, Florida., to Colon, Republic of Panama., with U.S.S. SNOWDEN, escort. Course 225° T. and 225° P.G.C. Speed 19 knots, 96 R.P.M. Steaming with #1 and #2 boilers, ship darkened. 0037 Passed Buena Vista light abeam to port, distance 11 miles. 0130 Sighted Sancho Bordo, light bearing 159° T. 0149 Passed Sancho Bordo, light abeam to port, distance 10 miles. 0230 Sighted Cabo San Antonio, light bearing 160° T., distance 16 miles. 0245 Changed course to 180° T. and 180° P.G.C. 0329 Passed Cabo San Antonio, light abeam to port, distance 15 miles. 0350 Changed course to 143° T. and 143° P.G.C.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Steaming as before. 0400 Changed speed to 96 R.P.M. 18.95 knots. 0535 All hands to general quarters. 0606 Commenced zigzagging. 0630 Secured from general quarters, set condition II MS

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Steaming as before. 0800 Position: Latitude 20°-50' N, Longitude 84°-23' W. 0800 Ceased zigzagging, returned to base course 143° T. and 143° P.G.C. Changed speed to 91 R.P.M., 18 knots.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

12-16 Steaming as before. 1200 Position: Latitude 19°-56' N, Longitude 83°-31' N. 1302 Exercised at fire drill. 1303 First stream at scene of fire. 1319 Secured from fire drill. 1328 Exercised at abandon ship stations. 1340 Secured from abandon ship stations.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

16-18 Steaming as before. 1719 Commenced zigzagging. 1800 Changed speed to 81 R.P.M., 16 knots.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

18-20 Steaming as before. 1900 Ceased zigzagging, resumed base course.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Steaming as before. 2000 Changed course to 145° T. and 145° P.G.C.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.R.

Approved:

*J. S. Dannenberg*  
J. S. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant. U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 30 October, 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Proceeding from Jacksonville, Florida., to Colon, Republic of Panama., on course 145° T. and 145° P.G.C. Full speed 16 knots at 81 R.P.M. standard speed 15 knots, 75 R. P. M. Steaming with #1 and #2 boilers. Ship darkened. U.S.S. SNOWDEN, as escort. Average steam 460#, average R.P.M. 61.14.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

04-08 0400 Steaming as before. 0410 Changed course to 172° T. and 172° P.G.C. 0420 Changed course to 120° T. and 120° P.G.C. 0445 Changed course to 172° T. and 172° P.G.C. 0508 Changed course to 150° T. and 150° P.G.C. 0510 All engines stopped. 0515 All engines ahead full speed, 16 knots at 81 R.P.M. 0528 Changed course to 225° T. and 225° P.G.C. 0535 Changed course to 180° T. and 180° P.G.C. 0610 Changed full speed to 18 knots, 91.5 R. P. M. 0628 Changed course to 155° T. and 155° P.G.C. 0505 All hands to general quarters. 0606 All hands secured from general quarters. Average steam 460#, average R.P.M. 83.94.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

08-12 Steaming as before. 0800 Position: Latitude 16° 04' N; Longitude 80° 44' W. 1100 Commenced zigzagging. Changed speed to 19 knots. Average steam 460#, average R.P.M. 92.40.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

12-16 Steaming as before. 1200 Position: Latitude 14° 49' N. Longitude 80° 42' W. 1250 Changed course to 170° T. and 170° P.G.C. 1325 Sighted Serrana Banks light bearing 122° T. distance about 12 miles. 1443 Ceased zig zagging. 1500 Commenced zig zagging according to Arma course clock. Average steam 460#, average R.P.M. 95.95.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

16-18 Steaming as before. 1630 Ceased zig zagging, resumed base course 170° T. and 170° P.G.C. Average steam 462#, average R.P.M. 95.84.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

18-20 Steaming as before. 1600 Changed course to 213° T. and 213° P.G.C. Average steam 460#, average R.P.M. 96.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 2000 Position of ship; latitude 12° 39' N., longitude 80° 29' W. Steaming as before. 2100 Changed course to 165° T. and 165° P.G.C. and reduced speed to 17 knots at 86 R.P.M. Average steam 460#, average R.P.M. 86.33.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

Approved: *J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.



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CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Sunday 31 October 1943  
(Day) (Date) (Month)

Zone description Plus 4

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Underway, enroute from Jacksonville, Florida., to Colon, Republic of Panama., in company with U.S.S. SNOWDEN, escort on course 165° T. and 165° P.G.C. Speed 17 knots 86 R.P.M. Both boilers in use for steaming, ship darkened.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Steaming as before. 0505 All hands to general quarters. 0509 Changed course to 183° T. and 183° P.G.C. 0518 Changed course to 173° T. and 173° P.G.C. 0536 Changed course to 183° T. and 183° P.G.C. 0618 Secured from general quarters. 0630 Changed course to 160° T. and 160° P.G.C. 0640 Changed course to 135° T. and 135° P.G.C. 0651 Changed course to 180° T. and 180° P.G.C. Changed speed to 18 knots. 0718 Changed course to 225° T. and 225° P.G.C. 0752 Changed course to 180° T. and 180° P.G.C. Average steam 460#, average R.P.M. 86

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

08-12 Steaming as before. 0810 Changed course to 150° T. and 150° P.G.C. 0818 Changed course to 140° T. and 140° P.G.C. 0835 Entering swept channel with bouy abeam to port distance 50 yards. Proceeded on various courses and at various speeds conforming to channel. 0931 Passed Cristobal Breakwater, and entered Limon Bay. 0945 Mr. Wickenstad, pilot came aboard. Proceeded into the canal, at various courses and speeds, pilot at the conn. Captain and Navigator on the bridge. 1142 Entered first lock. Average steam 450#, average R.P.M. 67.06.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

12-16 Steaming as before, proceeding through the canal, at various courses and speeds, pilot at the conn, Captain and Navigator on the bridge. 1300 Left Gatun Locks.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-18 1605 Entered Pedro Miguel Locks. 1632 Left Pedro Miguel Locks. 1658 Entered Miraflores Locks. 1749 Left Miraflores Locks.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

18-20 1800 On various courses and speeds standing into Balboa Harbor to mooring, Captain and Navigator on the bridge. Pilot, Mr. Wilkenstad, at the conn. 1830 Moored port side to Army Docks #7, Balboa Harbor, Panama, Canal Zone. With six wires and #1 boiler in use for auxiliary purposes. 1845 Pilot left the ship. 1923 Commenced taking on fresh water.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

20-24 Moored as before.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, USNR.  
Navigator.

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U.S. No. C35037

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UNITED STATES SHIP ALMAACK (AKA-10) Monday 1 November, 1943

Zonal description Plus 5 &amp; 6

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to at pier 6, at Balboa, Canal Zone., with 6 wires and two manila lines, receiving water from the docks. #1 Boiler in use for auxiliary purposes.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Moored as before. 1128 Pilot, A. Magilton, came aboard. 1130 Made all preparations for getting underway. 1133 Tug, GARGONA, made fast on starboard side. 1158 Underway on various courses and various speeds proceeding in company with U.S.S. CALLAWAY, A.P.A. 35 C.T.G. 12.8 in CALLAWAY; U.S.S. BLACK; U.S.S. WALKER; U.S.S. STEMBEL, as escorts. Standard speed 15 knots. Pilot at conn, Captain and Navigator on bridge. Course 142° T. and 142° P.G.C.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

12-16 Steaming as before, on course 142° T. and 142° P.G.C. 1246 Pilot, A. Magilton, left ship. 1249 Changed course to 180° T. and 180° P.G.C. 1309 Passed Tobaguilla Island, light abeam to starboard, distance 1 mile. 1403 Passed Bona Island, light abeam to starboard, distance, 6 miles.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

16-18 Steaming as before, on course 180° T. and 180° P.G.C. 1603 Changed course to 179° T. and 179° P.G.C. 1647 Changed course to 177° T. and 177° P.G.C. 1705 Changed course to 170° T. and 170° P.G.C. 1708 Master gyro went out of operation, cut in telemotor steering and shifted to magnetic compass for steering.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

18-20 1800 Took cruising formation with U.S.S. BLACK; U.S.S. STEMBEL; U.S.S. WALKER, as anti-submarine screen. ALMAACK, astern & 10° on port quarter of U.S.S. CALLAWAY, distance 600 yards. Changed course to 229° T. and 231° P.G.C. 1815 Commenced zigzagging. 1900 Shifted steering to hand electric. Gyro compass in operation. Changed course to 241° T. and 241° P.G.C. 1915 Ceased zigzagging. 1955 Reduced speed to 87 R.P.M. Average steam 465#, average R.P.M. 94.90.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

20-24 Steaming as before. 2113 Changed course to 270° T. and 270° P.G.C. 269° Pat.C. Average steam 468#, average R.P.M. 93.40.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 2 November, 1943  
(Day) (Date) (Month)Zone description Plus 5 & 6

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Steaming as before, in company with: U.S.S. CALLAWAY, A.P.A. 25 C.T.G. 12.8 in CALLAWAY: U.S.S. BLACK; U.S.S. WALKER and U.S.S. STREBEL, as escorts. on base course 270° T. and 270° P.G.C., Standard speed 15 knots, 76 R.P.M. Full speed 17 knots at 93 R.P.M. 0301 Passed Jicarita Island, light on star-board beam, distance 9.4 miles. 0324 Changed course to 294° T. and 294° P.G.C. took station. Average steam 458#, average R.P.M. 92.10.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

04-08 Steaming as before on course 294° T. and 294° P.G.C. 0421 Changed speed to 18 knots, 95 R.P.M. 0435 Changed speed to 17 knots, 87 R.P.M. 0442 Changed course to 296° T. and 296° P.G.C. 0448 Changed course to 294° T. and 294° P.G.C. 0456 Changed speed to 18 knots, 95 R.P.M. 0515 All hands to general quarters. 0518 Changed course to 297° T. and 297° P.G.C. 0519 Changed course to 294° T. and 294° P.G.C. 0521 Changed course to 299° T. and 299° P.G.C. 0523 Changed course to 294° T. and 294° P.G.C. Average steam 454#, average R.P.M. 94.64.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

08-12 Steaming as before. Average steam 443#, average R.P.M. 92.81.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

12-16 Steaming as before. 1200 Position: Latitude 08°-05' N; Longitude 84°-14' W. 1300 Retarded ship's clocks one hour to zone plus 6 time. 1302 Exercised at abandon ship stations. 1335 Secured from abandon ship stations. 1325 Commenced zigzagging. Average steam 475#, average R.P.M. 99.25.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-18 Zigzagging as before. Average steam 475#, average R.P.M. 100.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

18-20 Steaming as before. Average steam 473#, average R.P.M. 100.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Steaming as before. 2001 Ceased zigzagging. Base course 294° T. and 294° P.G.C. Reduced speed to 17 knots, 91 R.P.M. 2130 Automatic fire alarm sounded. All hands to fire stations. All holds inspected for fire, none found short circuit in automatic fire alarm, cause of sounding. 2201 Secured from fire station. Average steam 470#, average R.P.M. 93.10.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG

Commodore

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.

No signature

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CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 3 November 1943

Zone description Plus 6

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Enroute from Balboa, Canal Zone., to San Pedro, California. On course 294° T. and 294° P.G.C. With CALLAWAY A.P.A. 35 C.T.G. 12.8 in CALLAWAY, U.S.S. BLACK; U.S.S. WALKER; U.S.S. STEMBEL as escorts, making 18.3 knots 93 R.P.M. #1 and #2 boilers in use for steaming purposes, ship darkened.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Steaming as before on course 294° T. and 294° P.G.C. at 18.3 knots 93 R.P.M. 0455 All hands to general quarters. 0530 Began zig zagging. 0530 Set condition II MS. 0600 Changed course to 295° T. and 295° P.G.C. Average steam 470#, average R.P.M. 97.29.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

08-12 Zig zagging as before on course 295° T. and 295° P.G.C. at 100 R.P.M. Average steam 469#, average R.P.M. 99.23.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

12-16 1200 Ships position latitude 11°-04' N. longitude 90°-41' W. Zig zagging as before on course 295° T. and 295° P.G.C. at 100 R.P.M. 1425 Secured degaussing. 1550 Fire reported in forward pump room; general alarm sounded. Fire originated from a short circuit in battery switch box. 1557 Fire reported extinguished and all hands secured from fire quarters. Average steam 473#, average R.P.M. 99.20.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-18 Zig zagging as before on course 295° T. and 295° P.G.C. at 100 R.P.M.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

18-20 Zigzagging as before on course 295° T. and 295° P.G.C. at 19.7 knots 100 R.P.M. 1845 Ceased zigzagging. 1905 Reduced speed to 94 R.P.M. Average steam 465#, average R.P.M. 95.50.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

20-24 Steaming as before on course 295° T. and 295° P.G.C. 2000 Position: Latitude 11°-54' N, longitude 92°-25' W. Average steam 455#, average R.P.M. 91.50.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved: *J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Thursday 4 November, 1943

(Day) (Date) (Month)

Zone description Plus 6

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Enroute, Balboa, Canal Zone, to San Pedro, California., in company with U.S.S. CALLAWAY, A.P.A. 25, C.T.G. 12.8 in CALLAWAY. U.S.S. BLACK; U.S.S. WALKER; U.S.S. STEMBEL, forming an anti-submarine screen. Course 295° T. and 295° P.G.C. at 18 knots, 92 R.P.M. #1 and #2 Boilers in use for steaming purposes. Ship darkened. Average steam 465#, average R.P.M. 94.49.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

04-08 Underway as before. 0510 Commenced zigzagging on course 295° T. and 295° P.G.C. Increased speed 1 knot to 100 R.P.M. to maintain position. 0515 Held general quarters. 0605 Set condition II MS. Average steam 466#, average R.P.M. 96.67.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Zigzagging as before on base course 295° T. and 295° P.G.C. at 100 R.P.M. 0810 Increased speed to 103 R.P.M. 0900 Commenced practice firing of 20 MM guns 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 18. 0942 Secured from 20 MM gun practice firing 620 rounds expended, no casualties. 0930 Inspected magazines, condition normal. Average steam 446#, average R.P.M. 99.30.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 Zigzagging as before. 1200 Position: Latitude 13°--45' N. Longitude 96°--44' W. Average steam 463#, average R.P.M. 100.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

16-18 Zigzagging as before. Average steam 465#, average R.P.M. 99.05.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

18-20 Zigzagging as before. Average steam 458#, average R.P.M. 95.65.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

20-24 Zigzagging as before. 2000 Position: Latitude 24°--50' N. Longitude 99°--15' W. 2300 Ceased zigzagging, resumed base course. Average steam 453#, average R.P.M. 92.60.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved:

*J. H. Dannenberg*  
J. H. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Friday 5 November 1943  
(Date) (Hour) (Month)

Zone description Plus 7

Position	0800	1300	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Enroute from Balboa, Canal Zone, to San Pedro, California., in company with, U.S.S. CALLAWAY, A.P.A. 35, C.T.G. 12.8 in CALLAWAY, and U.S.S. BLACK; U.S.S. WALKER, and U.S.S. STEMBEL, as escorts. Proceeding on base course 295° T. and 295° P.G.C. at 17 knots, 92 R.P.M. to maintain station. Boiler #1 and #2 in use for steaming. Ship darkened. Average steam 460#, average R.P.M. 91.84.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Steaming as before on base course 295° T. and 295° P.G.C. at 17 knots, 92 R.P.M. 0440 All hands to general quarters. Commenced zigzagging. 0546 Set condition II MS. Average steam 460#, average R.P.M. 92.13.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

08-12 Zigzagging as before. Average steam 460#, average R.P.M. 91.68.

*Charles H. McMillan*  
CHARLES H. McMILLAN  
Ens., U.S.N.R.

12-16 Zigzagging as before. 1330 Changed base course to 308° T. and 308° P.G.C. and 298° P.St.C. 1500 Ceased zigzagging. 1518 Commenced exercise firing gun #1, four rounds expended, no casualties. Gun #3, four rounds expended, no casualties. Gun #5, two rounds expended, no casualties. 1528 Maneuvering to continue exercise firing. Changed course to 340° T. 1535 Changed course to 325° T. 1549 Changed course to 300° T. 1555 Changed course to 240° T. 1600 Secured from exercise firing. Average steam 460#, average R.P.M. 91.23.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

16-18 Steaming as before. 1603 Changed course to 205° T. and 305° P.G.C. 1605 Changed course to 308° T. and 308° P.G.C. 1615 Commenced zigzagging. Average steam 460#, average R.P.M. 92.40.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

18-20 Zigzagging as before. Average steam 465#, average R.P.M. 92.70.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

20-24 Zigzagging as before. Average steam 460#, average R.P.M. 91.28.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 6 November, 19 43

(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.	19°-35' N.		21°-39' N.
Long.	107°-58' W.		110°-39' W.

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Enroute from Balboa, Canal Zone, to San Pedro, California., in company with U.S.S. CALLAWAY, A.P.A. 35, C.T.G. 12.8, in CALLAWAY. Destroyers: U.S.S. BLACK; U.S.S. STEMBEL, and U.S.S. WALKER, escorting in anti submarine screen. Steaming course 308° T. and 308° P.G.C. at 18 knots, 92 R.P.M. Boilers #1 and #2 in use for steaming purposes. 0033 Ceased zigzagging. Average steam 460#, average R.P.M. 91.08.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

04-08 Steaming as before on base course 308° T. and 308° P.G.C. at 17 knots, 92 R.P.M. 0500 Commenced zigzagging. 0505 All hands to general quarters. 0601 Set condition II M.S. Average steam 460#, average R.P.M. 92.53.

*B. W. Kasproski*  
B. W. KASPROSKI  
Lt.(jg), U.S.N.

08-12 0800 Zigzagging as before on base course 308° T. and 308° P.G.C. Speed 18.3 knots, 93 R.P.M. 1112 Streamed Patent Log. Average steam 460#, average R.P.M. 92.06.

*J. Skelton*  
J. SKELTON  
Ens., U.S.N.R.

12-16 Zigzagging as before. 1445 Ceased zigzagging, resumed base course 308° T. and 308° P.G.C. 1455 Changed course to 000° T. and 000° P.G.C. 1505 Changed speed to standard speed 15 knots. 1510 Changed speed to full, 18 knots. 1532 Port 3"50 cal. and 5"38 cal. batteries commenced firing at target balloon. 1536 Ceased firing at target, 8 rounds 3"50 cal. ammunition expended, no casualties. 1541 Resumed base course 308° T. and 308° P.G.C. 1545 Commenced zigzagging. Average steam 460#, average R.P.M. 91.52.

*B. W. Cole*  
B. W. COLE  
Lt.(jg), U.S.N.R.

16-18 Zigzagging as before. Average steam 460#, average R.P.M. 93.05.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

18-20 Zigzagging as before. Average steam 460#, average R.P.M. 91.90.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

20-24 Zigzagging as before. Average steam 460#, average R.P.M. 91.98

Approved:

*J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Sunday 7 November, 1943  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.	23°-17' N.	24°-28' N.	
Long.	113°-15' W.	114°-06' W.	

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Steaming on course 308° T. and 308° P.G.C. on boilers #1 and #2, at 18 knots, 92 R.P.M. Enroute to San Pedro, California., from Balboa, Canal Zone, in company with C.T.G. 12.8 in COLLAWAY, and escort destroyers: U.S.S. STEBEL; U.S.S. WALKER; and U.S.S. BLACK, formed in an anti submarine, screen. 0212 Ceased zigzagging. 0214 This ship in column open order astern of COLLOWAY. Average steam 460#, average R.P.M. 92.68.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Steaming as before on course 308° T. and 308° P.G.C. at 17 knots, 93 R.P.M. 0520 Began zigzagging. 0530 All hands to general quarters. 0630 Set condition II M.S. Average steam 460#, average R.P.M. 94.90.

*J. Martin*  
J. MARTIN  
U.S.N.R.

08-12 Zigzagging as before on course 308° T. and 308° P.G.C. 0950 Ceased zigzagging. 1000 Changed course to 320° T. and 320° P.G.C. 1010 Commenced zigzagging. Average steam 464#, average R.P.M. 92.86.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

12-16 Zigzagging as before. Average steam 465#, average R.P.M. 92.29.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

16-18 Zigzagging as before. Average steam 450#, average R.P.M. 89.84.

*I. Thompson*  
ILELAND THOMPSON  
Ens., U.S.N.R.

18-20 Zigzagging as before. Average steam 455#, average R.P.M. 94.25.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

20-24 Zigzagging as before. Average steam 456#, average R.P.M. 92.48.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved: *J. D. Darnenberg*  
J. D. DARNENBERG  
Commanding Officer

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator



PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AXA-10) Monday 8 November, 1943

(Day)

(Date)

(Month)

(Year)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Steaming on course 320° T. and 320° P.G.C. Boilers #1 and #2 in use. Speed 18 knots 92 R.P.M. Enroute to San Pedro, California., from Balboa, Canal Zone. In company with C.T. G. 12.8 in U.S.S. CALLAWAY, and escort destroyers: U.S.S. STRMBEL; U.S.S. WALKER, and U.S.S. BLACK, forming an anti submarine screen. 0028 Ceased zigzagging. 0038 Changed course to 339° T. and 339° P.G.C. 0048 Commenced zigzagging. 0331 Ceased zigzagging. Average steam 469#, average R.P.M. 92.80.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

04-08 Steaming as before at 0545 Commenced zigzagging on course 339° T. and 339° P.G.C. 0550 Held general quarters. 0703 Set condition II M.S. 0705 Lighted ship. 0750 Sighted Guadalupe Island, bearing 297° T., distance 44 miles. Average steam 466#, average R.P.M. 92.55.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

08-12 Zigzagging as before. Average steam 466#, average R.P.M. 92.20.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Zigzagging as before. 1345 Changed course to 007° T. and 007° P.G.C. Average steam 465#, average R.P.M. 92.13.

*L. Thompson*  
LESLIE THOMPSON  
Ens., U.S.N.R.

16-18 Zigzagging as before. Average steam 460#, average R.P.M. 92.85.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

18-20 Zigzagging as before. Average steam 460#, average R.P.M. 92.0.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Zigzagging as before. 2135 Ceased zigzagging. 2145 Changed course to 000° T. and 000° P.G.C. 347° Pst.C. 2155 Resumed zigzagging. 2239 Ceased zigzagging. 2249 ALMAACK, separated from CTG. 12.8 per. orders to proceed to San Pedro, California., changed course to 327° T. and 327° P.G.C. 2255 Resumed zigzagging. 2300 Ceased zigzagging, changed course to 348° T. and 348° P.G.C. 2305 Resumed zigzagging. 2340 Altered base course to 346° T. and 346° P.G.C. Average steam 461#, average R.P.M. 92.9.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved:

*J. F. Dannenberg*  
J. F. DANNENBERG  
Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 9 November 1943

(Day) (Time) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Zigzagging on base course 346° T. and 346° P.G.C., 334° Pst.C. At speed 18 knots, 93 R.P.M. Ship darkened. 0202 Ceased zigzagging, resumed base course 346° T. and 346° P.G.C. 0217 Long Point Light abeam to port, distance 7 miles. 0240 All engines stopped. 0242 All engines ahead standard speed, 15 knots, 76 R.P.M. 0247 Sighted San Pedro, Breakwater light bearing 352° T. 0303 Reduced speed all engines to two thirds speed. 0307 Stationed special anchor details. 0320 Reduced speed all engines to one third speed. 0321 All engines stopped. 0324 All engines astern two thirds speed. 0325 All engines stopped. 0327 Passed examination vessel abeam to starboard, distance 100 yards. 0335 Pilot, C. L. Dixon, came aboard. 0336 All engines ahead standard, proceeding into San Pedro, outer harbor. Pilot at conn, Captain, Navigator on bridge, steering various courses conforming to channel. 0344 Passed channel entrance buoy "A" abeam to port, distance 100 yards. 0345 All engines reduced speed to one third speed ahead. 0346 All engines stopped. 0355 Passed buoy "B" abeam to port, distance 100 yards. Average steam 460%, average R.P.M. 92.7.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

04-08 Steaming as before. 0405 Passed buoy "C", abeam to port, distance 100 yards. 0411 Passed buoy "D", abeam to port, distance 100 yards. 0420 Engines ahead one third. 0421 Engines stopped. 0432 Engines ahead standard. 0435 Engines ahead two thirds. 0437 Passed buoy number 1 abeam to port. 0443 Passed breakwater light, passed into harbor. 0443 Set Special sea detail. 0445 Inner harbor pilot, Maston, came aboard. 0455 Yard tugs: T 239 on starboard quarter, Y.T. 240, on starboard quarter came alongside. 0505 Underway with pilot at conn. to berth number 228 D.E. 0530 After tug parted line. 0535 Tug parted second line. 0539 Let go port anchor, veered, 15 fathoms. 0546 Number 6 stern line over to dock. 0550 All lines secured to dock. 0555 Tugs cast off. 0609 Secured main engine, boiler #1 in use for auxiliary purposes. 0610 Secured steering engine, secured fires under number 1 boiler. 0611 Secured gyro. 0612 Secured bridge. 0615 Moored port side to pier, berth 228 D. with six lines over to dock and 15 fathoms out on port anchor. 0617 Secured auxiliary steam stop. 0630 Draft forward 22'11", aft. 27'5". 0630 Hove in port anchor.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

12-16 Moored as before. 1300 Commenced cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

16-20 Moored as before. Continuing cargo operations. 1610 Fire in galley. Sounded general alarm. All hands to fire stations. 1620 Fire put out, secured from fire stations. 1800 Ceased cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.  
*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

20-24 Moored as before.

Approved: *J. Danenberg*  
J. DANENBERG  
Commanding Officer

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 10 November, 1943  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to berth 228 D. Terminal Island, San Pedro, California. With 6 wires. #2 Boiler out in for auxiliary use.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before. 0700 Commenced cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before. Continuing cargo operations.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

16-20 Moored as before. 1800 Ceased cargo operations for the day.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved:

*J. H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10)

Thursday 11 November 1943

(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to berth 228 D, Terminal Island, San Pedro, California, with 6 wires. #2 Boiler in use for auxiliary purposes.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

04-08 Moored as before. 0745 Fuel barge. S O Barge #57, made fast alongside.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

12-16 Moored as before. 1250 Fuel oil barge cleared side.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

16-20 Moored as before.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

20-24 Moored as before.

*G. Martin*  
G. MARTIN  
Lt. U.S.N.R.

Approved:

*J. Danenberg*  
DANENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

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 ALMAACK (AKA-10) Friday 12 November , 19 43  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to berth 223 D, Terminal Island, San Pedro, California. With 6 wires and # 2 boiler in use for auxiliary purposes.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

04-08 Moored as before.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

08-12 Moored as before.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

12-16 Moored as before. 1520 Completed cargo operations in #1 hold.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

16-20 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

20-24 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved: *J. H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant. U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Saturday 13 November, 19 43  
(Day) (Month) (Year)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to berth #228 D, Terminal Island, San Pedro, California, with 6 wires, #1 Boiler in use for auxiliary purposes.

*E. W. Kasproski*  
E. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*E. W. Kasproski*  
E. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Moored as before.

*E. W. Kasproski*  
E. W. KASPROWSKI  
Lt.(jg), U.S.N.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

Approved: *E. F. Dannenberg*  
E. F. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Sunday 14 November, 1943Zone description: Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored port side to in berth 228 D, Terminal Island, San Pedro, California, with 6 wires. #2 Boiler in operation for auxiliary purposes.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

08-12 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

12-16 Moored as before. 1200 Completed cargo operations in hold #2 and #5.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved:

*J. V. Dannenberg*  
J. V. DANNENBERG  
Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Monday 15 November, 1943  
(Day) (Date) (Month)Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored as before, port side to berth 228 D. Terminal Island, San Pedro, California,, with 6 wires to the dock. Boiler #1 out in for auxiliary use.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

08-12 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

12-16 1201 All preparations made to get underway. Pilot, E. L. Mussetter, came aboard. 1203 Tug YT 239, made fast on starboard bow. 1210 All lines cleared docks, proceeded by various courses and speeds to Deperming Station, San Pedro, California. 1220 Tug YT 12, fast to port quarter. 1226 Tug YT 239, cleared ship. 1229 Tug YT 239, fast to port bow. 1236 #1 Bow line out to station. 1243 Mooring completed, starboard side to Deperming Station, with 6 wires. 1255 Tugs cast off. 1301 #2 Boiler secured, #1 in use. 1330 Lighted fires under #2 boiler. 1358 Removed all clocks, chronometers and compasses from ship for deperming period. 1410 Commenced deperming operations. 1250 Pilot, Mr. E. L. Mussetter, left ship.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

16-20 Moored as before. 1610 Completed deperming operations. Brought compasses, chronometers and clocks aboard.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

20-24 Moored as before.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

Approved:

*J. P. Dannenberg*  
J. P. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant. U.S.N.R.  
Navigator.



PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 16 November, 1943

(Day) (Year) (Month)

Zone description PLUS 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored as before, starboard side to Dewatering Station, six lines out, #1 boiler in use for auxiliary purposes.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

04-08 0700 Made all preparations for getting underway. 0715 Lt. Comdr. Jacobsen, USCG, pilot came aboard. 0735 The following tugs made fast alongside; YM 12 and YT 239. 0745 Underway on various courses and speeds. 0755 YM 12 cast off. 0758 YT 239 cast off.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

08-12 Steaming as before. 0835 Passed through breakwater. All engines stopped. 0838 Harbor pilot, Lt. Comdr. Jacobson, USCGR, left the ship. 0840 Outer harbor pilot, Lt. Comdr. Halvorsen, USCGR., came aboard. 0845 All engines ahead standard. Proceeding to degaussing range. 0900 Commenced steering various courses at various speeds on degaussing range. 1130 Completed degaussing runs. 1140 Lt. Hopkins, and Ens. Dorton, compass compensating officers came aboard. 1145 Degaussing officer left the ship. 1150 Commenced steering various courses at various speeds, compensating magnetic compasses. Average steam 455#, average R.P.M. 32.10.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Steaming as before, on various courses and speeds. Compensating magnetic compasses. Average steam 450#, average R.P.M. 36.98.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

16-18 Steaming as before on various courses and speeds, compensating magnetic compasses. 1640 Made all preparations for anchoring. 1658 Passed through San Pedro, submarine net. 1706 Stopped engines. 1708 Anchored in anchorage A-6, San Pedro, Bay in seven fathoms of water with 30 fathoms of chain on starboard anchor. Breakwater light bearing 234<sup>OT</sup>, San Pedro, V.M.C.A., sign 294<sup>OT</sup>. Tower Long Beach, 043<sup>OT</sup>. Average steam 440#, average R.P.M., 48.05.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

18-20 Anchored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Anchored as before.

*F. Skelton*  
F. SKELTON  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 17 November 19 43  
(Ship) (Date) (Month)Zone description Plus 7

Position	0800	1300	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored as before in berth A-6, San Pedro Bay, California., in 7 fathoms of water, mud bottom with 30 fathoms of chain to the starboard anchor on the following bearings: Breakwater light 236° 30, Buoy 2A. Flashing red 260; Radio tower 296°. Engine room standing by on 20 minutes notice.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

04-08 0715 Pilot, Lieut. Comdr. Pennayer, USCGR, came aboard. 0735 Made all preparations for getting underway. 0758 Underway on various courses and speeds, standing out of San Pedro Bay. Pilot at the conn. Captain and Navigator on the bridge.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 0800 Steaming as before. 0822 Passed through breakwater and entered swept channel. 0826 Pilot, Lt. Comdr. Pennoyer, USCGR, left the ship. 0827 All engines ahead standard, on various courses, to measured mile standardization course at Point Vicente. 0911 Commenced first run on measured mile standardization course. Average steam 450%, average R.P.M. 49.30.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

12-16 Steaming as before on measured mile, standardization course.

*L. Thompson*  
LRLAND THOMPSON  
Ens., U.S.N.R.

16-18 Steaming as before on measured mile standardization course. 1615 Completed last run on measured mile standardization course. 1626 Changed course to 145° T. and P.G.C., 132 P.stg. C. Average steam 455%, average speed 79.25.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

18-20 Steaming as before.

*L. Bennett*  
L. BENNETT  
Ens., U.S.N.

20-24 Steaming as before. 2040 Sighted Pt. Loma Light, bearing 138° T. distance 28 miles. 2100 Changed course to 325° T. and P.G.C. 2255 Sighted Catalina Island, light bearing 301° T. distance 20 miles. Average steam 460%, average R.P.M. 76.01.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.R.

Approved:

*J. Dannenberg*  
J. DANNENBERG

Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator

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UNITED STATES SHIP ALMAACK (AKA-10) Thursday 18 November , 1943  
(Date) (Day) (Month)

Zone Description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Steaming singly to San Diego, California., on course 325° PGC, 319° Pstgc, at standard speed, 15 knots. Ship darkened. 0000 Changed course to 145° T, 145° pgc, 139° pstgc. 0300 Changed course to 325° T, 325° pgc, 319° pstgc.

*D. W. Cole*  
D. W. COLE  
Lt. (jg), U.S.N.R.

04-08 Steaming as before. 0440 Changed course to 145° T. and PGC. 0622 General quarters. 0740 Changed course to 090° T. and PGC. 0750 Passed buoy "A" to port distance 50 yards. Entered swept channel on various courses and speeds conforming to channel.

*G. J. Martin*  
G. J. MARTIN  
Lt. U.S.N.R.

08-12 Underway as before. 0830 All engines stopped. 0835 Pilot, Kregg, came aboard. 0837 All engines ahead 1/3. 0849 Passed Point Loma, abeam to port. 0851 Passed through outer gate. 0853 Ballast Pt. abeam to port. 0856 Passed through inner net. 0906 All engines stopped. 0908 Let go port anchor. Pilot, Kregg, left the ship. Anchored in berth 211 San Diego Bay, with 35 fathoms of chain to port anchor. 0945 Pilot, Larsen, came aboard. Commenced heaving round. 0955 Anchor aweigh, underway, proceeding on various courses at various speeds to pier #1 Naval Repair Base, San Diego, California. 1036 Alongside pier #1, Naval Repair Base, San Diego, California. 1050 All secure. Moored with 6 wires to north side pier #1.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

16-20 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

20-24 Moored as before.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

Approved: *J. H. Dannenberg*  
DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Friday 19 November, 1943Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #1, Naval Repair Base, San Diego, California, with six wires. Number 2 boiler in operation for auxiliary use.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

12-16 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

16-20 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

20-24 Moored as before.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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.

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 20 November , 1943

(Day) (Month) (Year)

Zone description Fius 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #1 Naval Repair Base, San Diego, California., with 6 wires. #1 Boiler in use for auxiliary purposes.

*DW Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

04-08 Moored as before.

*DW Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

08-12 Moored as before.

*DW Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

12-16 Moored as before. 1345 While loading tank lighter (LCM-3) #C-29895, the clutch on the topping lift winch slipped. The boat dropped approximately eight feet. The following damages were made on boat and ship: On the boat, plates buckled and holed in starboard bilge amidships, rudder carrier bent, dent in transom starboard side. On the ship, pipe rails port side abreast of #3 hatch bent, pipe rails top of #3 deck house bent and broken, port forward corner of deck plate top of deck house bent, casing of #14 winch chipped and broken.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

16-20 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

20-24 Moored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Aviator.

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UNITED STATES SHIP ALMAACK (AKA-10) Sunday 21 November, 19 43  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #1, Naval Repair Base, San Diego, California, with 6 wires. #1 Boiler in use for auxiliary purposes.

*E. F. Carl*  
 E. F. CARL  
 Lt. U.S.N.R.

04-08 Moored as before.

*E. F. Carl*  
 E. F. CARL  
 Lt. U.S.N.R.

08-12 Moored as before.

*J. Martin*  
 J. MARTIN  
 Lt. U.S.N.R.

12-16 Moored as before.

*J. Martin*  
 J. MARTIN  
 Lt. U.S.N.R.

16-20 Moored as before.

*J. Martin*  
 J. MARTIN  
 Lt. U.S.N.R.

20-24 Moored as before.

*J. Martin*  
 J. MARTIN  
 Lt. U.S.N.R.

Approved:

*J. Y. Dannenberg*  
 J. Y. DANNEBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Monday 22 November 1943  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored as before, starboard side to pier #1 Naval Repair Base, San Diego, California, with 6 wires, #2 boiler in use for auxiliary purposes.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 1130 Commenced dock trials of main engines.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt(jg), U.S.N.

12-16 1200 Moored as before. Secured from dock trials of main engines.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

16-20 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

20-24 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. P. Carl*  
E. P. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALNAACK (AKA-10) Tuesday 23 November, 1943  
(Ship) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to pier #1, Naval Repair Base, San Diego, California, with six wires. #2 Boiler in use for auxiliary purposes. 0030 Lighted fires in #1 boiler.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

04-08 Moored as before.

*B. W. Kasproski*  
B. W. KASPROWSKI  
Lt.(jg), U.S.N.

08-12 Moored as before. 0900 All preparations made to get underway. 0947 Pilot, Dawson, came aboard. 0948 Tug, YT266, made fast forward. 0950 Let go all lines, underway, pilot at the conn, Captain and Navigator on bridge. 0957 Yard tug, YT 266, cast off. Steering various courses at various speeds proceeding down channel. 1035 Passed through inner net. 1037 Passed Ballast Point abeam to starboard. 1041 Passed through outer net. 1043 Point Loma Light abeam to starboard. All engines stopped. 1045 Pilot, Dawson, left ship. 1046 Ahead 2/3 all engines. Changed course to 120°T, and P.C.C. proceeding to assigned area for landing craft practice. Average speed 4.8, Average R.P.M. 48.27.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

12-16 Steaming as before on various courses at various speeds in assigned area. 1228 Commenced hoisting out landing craft. 1314 All landing craft water-borne. 1402 Commenced hoisting in landing craft. 1513 Completed hoisting in landing craft. 1519 All engines ahead standard speed, proceeding on various courses to anchorage, with Captain at the conn, and navigator on the bridge. 1538 Passed Point Loma abeam to port distance 500 yards. 1542 Passed through outer net. 1546 Passed Ballast Point abeam to port distance 40 yards. 1549 Passed through inner net. 1744 Anchored in anchorage 208, San Diego Harbor, with 30 fathoms on the port anchor and 45 fathoms on the starboard anchor.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

1730 Hove in starboard anchor.  
16-18 1744 Anchored, San Diego Bay, in six fathoms of water with 45 fathoms of chain to port anchor.

*Ireland Thompson*  
IRELAND THOMPSON  
Ens., U.S.N.R.

18-20 Anchored as before.

*L. Bennett*  
L. BENNETT  
Ens., U.S.N.

20-24 Anchored as before.

*D. W. Carl*  
D. W. CARL  
Lt.(jg), U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG

Commanding Officer.

Examined:

*E. F. Carl*

E. F. CARL, Lieutenant, U.S.N.R.

Navigator.



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UNITED STATES SHIP ALMAACK (AKA-10) Wednesday 24 November 1943  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1300	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored in anchorage berth 208, San Diego Harbor, San Diego, California with 45 fathoms of chain to the starboard anchor, on the following anchorage bearings: Ballast Point, 205°, Radio Mast 254° T.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

04-08 Anchored as before. 0530 Made all preparations for getting underway. 0655 Underway on various courses and various speeds, steaming out of San Diego Harbor, standard speed 15 knots, Captain at conn. Navigator on bridge. 0715 Ballast light abeam to starboard. 0726 Point Loma light abeam to starboard. 0751 Stopped all engines. 0753 All engines ahead one third speed. 0756 All engines stopped. Average speed 5.74, average R.P.M. 29.01, average steam 450#. 0759 Let go starboard anchor.

*D. W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

08-12 0802 Anchored in Coronado Roads, in berth 159, in 8 fathoms of water with 90 fathoms of chain out to starboard anchor. 0826 Commenced practicing amphibious landing operations.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

12-16 Anchored as before. Engaged in practice amphibious landing operations as before. 1536 Stationed anchor detail. 1558 Anchor sweep, underway steering course 220° T. and P.G.C. Average steam 455#, average R.P.M. 26.5.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

16-18 Steaming as before. 1615 Changed course to 003° T. and P.G.C. proceeding to anchorage San Diego Harbor. 1648 Passed through outer nets. 1652 Passed through inner nets. 1709 Anchored in San Diego Harbor, anchorage 208, in six fathoms of water, with 45 fathoms of chain on the port anchor. Average steam 440#, average R.P.M. 59.8.

*J. V. Powers*  
J. V. POWERS  
Lt.(jg), U.S.N.R.

18-20 Anchored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

20-24 Anchored as before.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Thursday 25 November, 1943  
(Day) (Date) (Month)Zone description Plus 7

Position	0500	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored in anchorage berth 208, San Diego Harbor, San Diego, California, with 45 fathoms of chain out to the port anchor. On the following anchorage bearings: Ballast Point 205° T, Radio Mast 255° T, and flashing green buoy 347° T.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

04-08 Anchored as before. 0600 Made all preparations for getting underway. 0627 Anchor detail manned and ready. 0643 Anchor aweigh, underway on various courses at 1/3 speed, conforming with the channel. Standard speed 15 knots. Captain at conn, and Navigator on bridge. 0702 Passed through inner nets. 0709 Passed Ballast Point light, starboard beam. 0712 Passed through outer nets. All engines ahead standard speed. 0716 Passed Point Loma light abeam to starboard. 0755 Changed course to 240°. Proceeding to assigned Firing Area. Average steam 445#, average R.P.M. 55.10.

*E. F. Carl*  
E. F. CARL  
Lt. U.S.N.R.

08-12 Steaming as before. 0841 Engines stopped for lack of feed water. 0843 Ahead standard speed. 0926 Changed course to 220° T. and P.G.C. 330 psc. 0937 Changed course to 155° T. and P.G.C. 165° psc. 0957 Changed course to 260° T. and P.G.C. 271° psc. 1007 Changed course to 230° T. and P.G.C. 242° psc. 1027 Changed course to 310° T. and P.G.C. 322° psc. 1051 Changed course to 000° T. and P.G.C. 011° psc. 1056 Changed course to 090° T. and P.G.C. 105° psc. 1100 Changed course to 093° T. and P.G.C. 104° psc. 1107 Changed course to 270° T. and P.G.C. 283 psc. 1114 Changed course to 090° T. and P.G.C. 111° psc. Average steam 442#, average R.P.M. 46.2.

*I. Prentiss*  
I. PRENTISS  
Ens., U.S.N.

12-16 Steaming as before. 1255 Changed course to 325° T. and P.G.C. 1400 Changed course to 319° T. and P.G.C. 1526 Sighted San Clemente Island, bearing 320° T. 1552 Changed course to 309° T. and P.G.C. Average steam 458#, average R.P.M. 64.20.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

16-18 Steaming as before. 1619 Anchored in Pyramid Cove, San Clemente Island; in berth A-2, in 29 fathoms of water and 95 fathoms of chain to port anchor. Average steam 450#, average R.P.M. 75.2.

*Leland Thompson*  
LELAND THOMPSON  
Ens., U.S.N.R.

18-20 Anchored as before. 1930 Commenced landing craft exercise.

*R. C. Henning*  
R. C. HENNING  
Ens., U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP ALMAACK (AKA-10) Thursday 25 November, 1943  
(Ship) (Date) (Month) (Year)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

20-24 Anchored as before. Continuing landing craft exercises. 2114 Secured from landing craft exercises. 2120 Made all preparations for getting underway. 2215 Underway on course 180° T, and P.G.C. Standard speed 15 knots, proceeding in compliance with Basic Orders, Captain at conn, Navigator on bridge. 2245 Changed course to 270° T, and P.G.C. Average steam 460#, average R.P.M. 76.5.

*D.W. Cole*  
D. W. COLE  
Lt.(jg), U.S.N.R.

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

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UNITED STATES SHIP AIRMAACK (AKA-10) Friday 26 November 19 43

(Date) (Date) (Month)

Zone description Plus 7

Position	0800	1300	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Proceeding independently in compliance with Basic orders on course 270° T. and P.G.C. standard speed 15 knots 76 R.P.M. #1 and #2 boilers in use for auxiliary purposes, ship darkened. 0310 Changed course to 090° T. and P.G.C. Average steam 45½lb. average R.P.M. 76.

*B. W. Kasprowski*  
B. W. KASPROWSKI  
Lt. (jg), U.S.N.

04-08 Steaming as before on course 090° T. and P.G.C. Speed 15 knots 76 R.P.M. 0628 General Quarters. 0730 Changed course to 143° T. and P.G.C. 0732 Secured from general quarters, ast condition II M.S. Average steam 45½lb. average R.P.M. 76.2

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

08-12 Steaming as before. 0922 Changed course to 270° T. and P.G.C. 0925 Engines ahead one third. 1013 Commenced exercise firing of 20 MM AA guns and 50 caliber machine guns. 1034 Secured from exercise firing, 789 rounds of 20 MM ammunition and 485 rounds of 50 caliber ammunition expended, no casualties. 1055 Commenced making smoke. 1058 Changed course to 075° T. and P.G.C. 1104 Changed course to 342° T. and P.G.C. 1108 Secured from making smoke. 1145 San Clemente Island sighted dead ahead. Average steam 45½lb. average R.P.M. 60.5.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

12-16 Steaming as before. 1228 Changed course to 351° T. and P.G.C. 1246 Changed course to 000° T. and P.G.C. 1253 Changed course to 002° T. and P.G.C. 1256 Changed course to 000° T. and P.G.C. 1306 Anchored in berth A-2, Pyramid Cove, San Clemente Island, in 29 fathoms of water with 90 fathoms of chain to starboard anchor. 1331 Made all preparations for getting underway, commenced heaving in anchor. 1348 Anchor awlch, underway proceeding to San Diego, on course 107° T. and P.G.C. Average steam 45½lb. average R.P.M. 69.57.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

16-18 Steaming as before. 1628 Changed course to 095° T. and P.G.C. 1641 Changed course to 060° T. and P.G.C. 1655 Stationed special sea detail. 1736 Passed Point Loma, abeam to port. 1740 Passed through outer net entering San Diego Harbor. 1745 Passed Ballast Point, abeam to port. 1748 Passed through inner net. Average steam 47¼lb. average R.P.M. 69.57.

*R. C. Hedding*  
R. C. HEDDING  
Ens., U.S.N.R.

Approved: *J. P. Dannenberg*  
J. P. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

UNITED STATES SHIP ALMAACK (AKA-10) Friday 26 November , 19 43

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

18-20 Steaming as before. 1801 Anchored in berth 208, San Diego, Harbor, California, in 8 fathoms of water, sand bottom, with 15 fathoms of chain out to port anchor. Bearings of anchorage: Ballast Point 205° T. Radio Mast 255° T. Flashing Green Buoy 353° T. Ships head 239° T. #2 Hoiler in use for auxiliary purposes.

*L. Stewart*  
L. STEWART  
Ens., U.S.N.

20-24 Anchored as before.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

Approved: *J. Dannenberg*  
J. DANNENBERG  
Commanding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Saturday 27 November, 1943  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored in berth 208, San Diego Harbor, San Diego, California, in 8 fathoms of water with 45 fathoms of chain to port anchor, on the following anchorage bearings: Ballast Point, 205° T; Radio Mast, 255° T. # 2 Boller in use for auxiliary purposes.

*DW Cole*  
 D. J. COLE  
 Lt. (jg), U.S.N.R.

04-08 Anchored as before.

*B. T. Kasprownski*  
 B. T. KASPROWSKI  
 Lt. (jg), U.S.N.

08-12 Anchored as before.

*Island Thompson*  
 ISLAND THOMPSON  
 Ens., U.S.N.R.

12-16 Anchored as before.

*G. Martin*  
 G. MARTIN  
 Lt. U.S.N.R.

16-20 Anchored as before.

*G. Martin*  
 G. MARTIN  
 Lt. U.S.N.R.

20-24 Anchored as before.

*G. Martin*  
 G. MARTIN  
 Lt. U.S.N.R.

Approved:

*J. Danneberg*  
 J. DANNEBERG  
 Commanding Officer.

Examined:

*E. F. Carl*  
 E. F. CARL, Lieutenant, U.S.N.R.  
 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

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UNITED STATES SHIP ALMAACK (AXA-10) Sunday 28 November , 1953  
(Day) (Date) (Month)Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Anchored in berth 208, San Diego Harbor, San Diego, California, in 8 fathoms of water with 45 fathoms of chain to port anchor, on the following anchorage bearings: Ballast Point 202° T; Radio Mast 254° T. #2 Boiler in use for auxiliary purposes.

*J. Martin*  
J. MARTIN  
Lt. U.S.N.R.

04-08 Anchored as before. 0730 Commenced heaving short. 1745 Veered to 30 fathoms. 1748 YT 148, Navy tug, made fast to starboard bow.

*J. V. Powers*  
J. V. POWERS  
Lt. (jg), U.S.N.R.

08-12 0920 Pilot, Johnson, came aboard. 0926 Underway on various courses and speeds to pier #1. Pilot at the conn. Captain and Navigator on the bridge. #1 Boiler out in. Standard speed 12 knots. 0952 Moored starboard side to pier #1, Broadway Piers, San Diego, California, with six wires. #1 Boiler in use for auxiliary purposes. 0955 Mr. Johnson, left the ship.

*J. Skelton*  
J. SKELTON  
Ens., U.S.N.R.

12-16 Moored as before.

*S. R. Pavis*  
S. R. PAVIS  
Ens., U.S.N.R.

16-20 Moored as before.

*Charles S. McMillan*  
CHARLES S. McMILLAN  
Ens., U.S.N.R.

20-24 Moored as before.

*W. H. Chessman*  
W. H. CHESSMAN  
Ens., U.S.N.R.

Approved:

*J. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer

Examined:

*E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
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 ALMAACK (AKA-10) Monday 29 November, 1943  
(Day) (Date) (Month)

Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-01 Moored starboard side to north side pier #1, port of San Diego, San Diego, California, with six wires; #1 boiler in use for auxiliary purposes.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

01-08 Moored as before.

*S. R. Davis*  
S. R. DAVIS  
Ens., U.S.N.R.

08-12 Moored as before.

*Island Thompson*  
ISLAND THOMPSON  
Ens., U.S.N.R.

12-16 Moored as before.

*J. S. Wenusker*  
J. S. WENUSKER  
Ens., U.S.N.R.

16-20 Moored as before.

*L. Frempt*  
L. FREMPT  
Ens., U.S.N.

20-24 Moored as before.

*F. A. Smith*  
F. A. SMITH  
Lt. (jg), U.S.N.R.

Approved: *J. Danenberg*  
J. DANENBERG  
Casewarding Officer.

Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.



PART III  
CONFIDENTIAL

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UNITED STATES SHIP ALMAACK (AKA-10) Tuesday 30 November 1943  
(Day) (Date) (Month)Zone description Plus 7

Position	0800	1200	2000
Lat.			
Long.			

OPERATIONAL REMARKS  
(WAR DIARY)

00-04 Moored starboard side to north side pier #1, port of San Diego, California., with seven wires. No. 2 Boiler in use for auxiliary purposes.

*A. J. Parmentier*  
A. J. PARMENTIER  
Ens., U.S.N.R.

04-08 Moored as before.

*L. J. Reed*  
L. J. REED  
Ens., U.S.N.R.

08-12 Moored as before.

*J. S. Wenneker*  
J. S. WENNEKER  
Ens., U.S.N.R.

12-16 Moored as before.

*Harry Bechin*  
H. BECHIN  
Ens., U.S.N.R.

16-20 Moored as before.

*D. C. Bownds*  
D. C. BOWNDS  
Ens., U.S.N.R.

20-24 Moored as before.

*R. D. Willmott*  
R. D. WILLMOTT  
Ens., U.S.N.R.

Approved: *J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commanding Officer.Examined: *E. F. Carl*  
E. F. CARL, Lieutenant, U.S.N.R.  
Navigator.

F48

Eng. No. 422
U.S. No. 02704

C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY for DECEMBER 1943

Dec. 1,

Moored Pier #1 Municipal piers, San Diego, California.  
 0826 Underway in accordance with training memorandum TU 1-43 of Commander Training Unit 2 Fifth Amphibious Force, in company with Transdiv 26 (less FAYETTE) C.T.U. 55.3.11 in SUMTER, for amphibious training operations at Oceanside, California.

Dec. 2,

0630 Arrived in transport Area, 5½ miles north of Oceanside, California. 0828 All landing craft lowered, commenced cargo operations.  
 1445 All vehicles reloaded, all landing craft hoisted aboard.  
 1745 Underway in accordance with basic orders, proceeding to sea for the night.

Dec. 3,

0415 Returned to transport area 5½ miles north of Oceanside, California.  
 0531 All landing craft lowered, commenced cargo operations.  
 1656 All vehicles reloaded and all landing craft hoisted aboard.  
 2040 Underway, in accordance with basic orders, proceeding to sea for the night.

Dec. 4,

0530 Returned to transport Area 5½ miles north of Oceanside, California.  
 0548 All landing craft lowered.  
 1404 All landing craft hoisted aboard.  
 2007 Underway in accordance with basic orders, proceeding to San Clemente Island.

Dec. 5,

0830 Arrived in Areas KK-16, MM 12 and 16 off San Clemente for practice AA firing.  
 0853 Commenced firing.  
 0910 Ceased firing.  
 350 Rounds of 20 MM ammunition expended, no casualties.  
 0952 Commenced surface target practice firing.  
 1220 Ceased firing.  
 Expended 27 rounds 3"50 and 10 rounds 5"38.  
 Proceeding to westward for remainder of the day to return to Pyramid Cove in the morning.

62662

1

Dec. 6,

0430 Arrived in transport Area 3 miles north of Pyramid Head, San Clemente Island.  
0630 All landing craft hoisted out.  
1023 Anchored in Berth B-4.  
1632 Hoisted in all landing craft.

Dec. 7,

0934 U.S.S. APPALACHIAN, Com Group 3, 5th Amphibious Force anchored and joined unit.  
1555 Commenced practice AA firing.  
1556 Ceased practice AA firing.  
Expended 9 rounds 3" 50 and 3 rounds 5" 38.  
1900 Underway, proceeding to transport Area 5½ miles north of Oceanside, California.

Dec. 8,

0230 Arrived in transport Area.  
0310 Hoisted out all landing craft and commenced cargo operations.  
0934 Anchored in berth A-1 off Oceanside, California.  
1830 Completed discharging vehicles and U.S.M.C. troops.  
8 Officers 158 men.

Dec. 9,

0325 Underway in accordance with basic orders for San Diego.  
1024 Passed through harbor net defenses at San Diego.  
1205 Moored to Pier "B" Municipal Piers San Diego.

Dec. 10-13

Moored as before.

Dec. 14,

1327 Shifted berth under tow to Pier #5 Naval Repair Base, San Diego.  
1455 Moored at Naval Repair Base for major repair. (Cracked main condenser head.)

Dec. 15,

1900 All repairs completed.  
1953 Underway in accordance with training order #A153-43 of CTF53, to proceed singly and join TF53 at transport Area, 5½ miles north of Oceanside California.  
2128 Passed through harbor defense.

Dec. 16,

0230 Joined and took station in TF 53.  
0330 Arrived Transport Area.  
0428 Lowered all landing craft and commenced discharging cargo.  
1443 Anchored in berth A-1.  
1652 All cargo discharged.  
1752 Hoisted in all landing craft.

Dec. 17,

0647 Underway in accordance with orders enroute San Diego.  
1257 Passed through harbor defences, San Diego.  
1425 Moored pier #5 Naval Repair Base.

Dec. 18-25

Moored as before undergoing minor alterations and repairs.

Dec. 26,

0930 Shifted berth to Pier "B" Municipal Piers, San Diego.

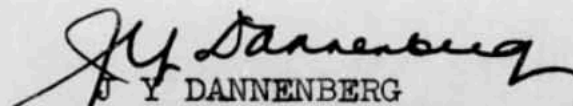
Dec. 27,

0800 Commenced loading cargo.

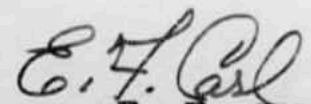
Dec. 28-31,

Continued loading operations.

Approved:

  
J. Y. DANNENBERG  
Commander, U.S.N.  
Commanding.

Submitted:

  
E. F. CARL  
Lieut. U.S.N.R.  
Navigator. 3

WAR DIARY 1 January 1944.

Log No. 632
U.S. No. 05557

F48

(Time zone plus 7).

Jan. 1st. Moored Municipal Piers SAN DIEGO.  
0959 Underway in accordance with "Training operation order A 154-43 of Task Force 53. ALMAACK in Task unit 53.2.2. At 1300 formed cruising disposition 3-L. APPALACHAIN Disposition Guide.

(Plus 7).

Jan. 2. At 0408 arrived Transport Area at PYRAMID COVE, SAN CLEMENTE ISLAND and commenced landing operations. At 0900 fire support Group 53.5 commenced bombarding the beach. 1100 Fire support group ceased bombardment. Training operations for the day being over got underway at 2118.

(Plus 7).

Jan. 3rd. At 0657 arrived again in Transport Area, off PYRAMID COVE, SAN CLEMENTE ISLAND sent LCVP's to SUMNER; CALLAWAY and BIDDLE for landing operations. At 1530 this ship received orders from C.T.G. 53.14 to remain at PYRAMID COVE and conduct salvage operations of stranded LCM's and LVT's.

(Plus 7).

Jan. 4. During the night salvaged 5 LVT's. At daybreak we were joined by AQUARIUS and ALCYONE. One LCM 3 was pulled off beach during the day, one LCM 3 was left stranded.

(Plus 7).

Jan. 5. ALMAACK; AQUARIUS and ALCYONE got underway at 0015 and proceeded to SAN DIEGO channel buoy and joined T.F. 53 for entrance to SAN DIEGO HARBOR. Passed through harbor defenses and proceeded to U.S. NAVAL REPAIR BASE.

(Plus 7).

Jan. 6 - 12. Moored at NAVAL REPAIR BASE, SAN DIEGO undergoing minor repairs and alterations.

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

(Plus 7).

Jan. 13. All minor repairs and alterations have been completed. All cargo loaded. U.S.M.C. combat troops and a Naval Underwater Demolition Team are aboard for passage. At 0900 started from SAN DIEGO, in accordance with C.T.F. 53 Movement order A 156-44 on operation FLINTLOCK. At 1500 cruising in disposition 3-L, the Task Force was joined by T.G. 53.5.

1200	Posit.	32-31.5 N	2000	32-14.5 N
		117-32.3 W		119-00 W

(Plus 7).

Jan. 14. At 0740 assumed station in Cruising disposition 1-C and at 1233 assumed station in disposition 3-L. Retarded clocks at 2100 to zone plus 8.

Posit.		
0800	1200	2000
31-45 N	31-34.5 N	31-17 N
122-09 W	123-09 W	124-46 W

(Plus 8).

Jan. 15. At 0730 assumed station in disposition 1-C and during forenoon conducted 20 MM practice. Expended 285 rounds with no casualties. At 1830 Assumed station in cruising disposition 3-L.

Posits.		
0800	1200	2000
30-39 N	30-22 N	29-46
127-31 W	129-01 W	130-36

(Plus 8).

Jan. 16. At 0730 assumed station in cruising disposition 1-C. during forenoon held 20 MM practice. Expended 365 rounds no casualties. 1130 Assumed station in disposition 3-L. At 1845 commenced Force Maneuvers by convoy lights. 1900 Ceased moneuvers. 2100 Retarded clocks one hour to zone plus 9 time.

Posits.		
0800	1200	2000
28-54 N	28-40 N	28-03 N
133-20 W	134-38 W	136-33 W

09557

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

(Plus 9).

Jan. 17.	Position.	0800	1200	2000
		27-04 N 139-36 W	26-58-36 N 140-23 W	26-29 N 141-43 W

(Plus 9).

Jan. 18. At 1141 received intelligence reports from C.T.F. 53  
Via ELLET.

	Position.	0800	1200	2000
		25-39 N 144-16 W	25-25 N 144-55 W	24-48 N 146-16 W

(Plus 9).

Jan. 19. At 1247 Assumed position in cruising disposition 3-A  
and at 1510 assumed position in cruising disposition  
3-L-1. 2100 Retarded clocks 30 minutes to zone plus  
9½ time.

	Position.	0800	1200	2000
		24-04 N 148-39 W	23-50 N 149-18 W	23-21 N 150-10 N

(Plus 9½).

Jan. 20. At 0830 assumed position in cruising disposition 1-C,  
and at 0944 conducted firing exercises with 3" 50 cal.  
guns and 5" 38 cal., expended 8 rounds 3" and 4 rounds  
5" and then commenced 20 MM practice, expended 360 rounds.  
1122 Assumed position in cruising disposition 3-A. At  
1500 APPALACHIAN and DUPAGE detached and proceeded to  
PEARL HARBOR.

	Position.	0800	1200	2000
		22-32 N 152-15 W	22-18 N 152-56 W	21-47 N 154-43 W



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

(Plus 9 $\frac{1}{2}$ )

Jan. 21. At 0415 Radar room reported land contact and at daylight entered PAILOLO CHANNEL and at 0919 anchored LAHAINA ROAD MAUI, T.H. Refueled during afternoon from CALIENTE and anchored in previous berth. The Underwater Demolition Team aboard tested their equipment and found the outboard motor supports on the rubber boats to be too light to hold the motor.

(Plus 9 $\frac{1}{2}$ )

Jan. 22. Underway at 1338 in accordance with orders of C.T.F. 53. Formed transport formation 11 and then cruising disposition 3-L. APPALACHIAN and DUPAGE joined formation, the APPALACHIAN assumed fleet guide. 2100 Retarded clocks to zone plus 10.

Position. 2000

20-26 N  
158-00 W

(Plus 10)

Jan. 23.

At 0731 took station in cruising disposition 1-C. During the afternoon practised firing 20 MM guns on towed sleeve with good results. After which the T.F. assumed disposition 3-L.

Position.

0800	1200	2000
19-53 N	19-41 N	19-25 N
160-43 W	161-33 W	163-08 W

(Plus 10)

Jan. 24.

Retarded clocks at 2100 to zone plus 11.

Position.

0800	1200	2000
18-44 N	18-29 N	17-51 N
165-40 W	166-36 W	168-14



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

(Plus 11).

Jan. 25. During the afternoon the task force took evasive action during a simulated air attack by planes of our carrier force. At 2045 Radar plot reported a contact bearing 086° T at 31,000 yards which was confirmed by a report of ELLET. The contact was identified as friendly.

Position.

0800	1200	2000
17-08 N	16-45 N	16-15 N
171-22 W	171-54 W	173-40 W

(Plus 11).

Jan. 26. Position.

0800	1200	2000
15-45 N	15-50 N	16-18 N
175-41 W	175-13 W	174-28 W

(Plus 11).

Jan. 27. Position.

0800	1200	2000
15-55 N	15-30 N	15-04 N
176-17 W	176-16 W	177-49 W

(Plus 11).

Jan. 28. At 2100 retarded clocks to zone plus 12.  
Position.

0800	1200	2000
14-16 N	14-07 N	13-32 N
179-45 E	179-39 E	177-56 E

(Plus 12).

Jan. 29. Position.

0800	1200	2000
12-37 N	12-16 N	11-48 N
175-19 E	174-33 E	173-09 E

03557

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

(Plus 12)

Jan. 30. In the early afternoon we sighted the main attack group of LSTs on the horizon. In the late afternoon the cruisers and destroyers that had bombarded WOTJE rejoined the formation. At 2100 the main attack group left the formation. No enemy planes have been reported to date.


Position.

0800	1200	2000
11-11 N	10-56 N	10-24 N
170-41 E	169-59 E	168-29 E

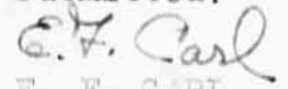
(Plus 12)

Jan. 31. At 0500 arrived in transport area for initial assault on JACOB and IVAN ISLANDS. All boats were waterborne by 0600 and all went to previously assigned transports. The bombardment of JACOB and IVAN ISLANDS commenced at 0652 by battleships, cruisers, destroyers and planes. The assault waves left the line of departure at 0931 and struck at 0952. During the morning and afternoon the drone boats and LVT of the Underwater Demolition Team were loaded with explosives and sent to IVAN ISLAND. It was reported that JACOB ISLAND was secured at 1058 and IVAN ISLAND at 1202. Landing craft left the line of departure inside the lagoon for the assault on ALLEN and ALBERT ISLANDS at 1430. The first wave landed at 1510 on ALBERT ISLAND and at 1512 on ALLEN ISLAND. At 1819 it was reported that ALLEN ISLAND and ALBERT ISLAND had been secured. During the day and night it was necessary to maneuver constantly to maintain and provide a lee for the landing craft. The sky was partly cloudy with winds of from force 3 to 4. The sea was choppy with moderate swells. Early in the evening orders were received to send 3 units of fire to IVAN ISLAND. Boats were hoisted out and ammunition was discharged to boats.

Approved:

  
J. Y. DANNENBERG  
Commander, U.S. Navy  
Commanding.

Submitted:

  
E. F. CARL  
Lieutenant, U.S.N.R.  
Navigator

0955

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

U. S. S. ALMAACK

Reg No. 5991

R.S. No.

015669

WAR DIARY February 1944

(Time zone plus 12)

Feb. 1st. We have been using our engines almost continually to maintain position in Transport Area #3, KWAJALEIN ATOLL, MARSHALL ISLAND, against the 2 knot NE'ly current and NE trades. The reefs are clearly visible at 2 miles at night and a sounding of 400 fathoms was obtained  $\frac{1}{2}$  mile NE of HUBERT ISLAND. The cargo operations are almost at a standstill. Our LCM's are unloading artillery from the APA's and the LCVP's are unloading their personnel. The bombardment of CAMOUFLAGE and BURLESQUE ISLAND started at 0655 and the first assault wave left the line of departure at 1112. The transports were ordered at 1300 to proceed through IVAN PASS and anchor inside the LAGOON. The pass is indistinguishable from the vicinity of HUBERT ISLAND. A strong set to the SE was experienced while transiting this pass. This vessel proceeding at 5 knots steered 150<sup>0</sup>T. to make good a course of 170<sup>0</sup>T. while in transit of the pass. The least depth encountered crossing the LAGOON to the eastward to the assigned anchorage was 16 fathoms, with no swell and no current. Upon anchoring 2 LCT's were furnished this vessel which expedited the unloading.

Position

Berth 119. HICKORY ANCHORAGE, KWAJALEIN ATOLL LAGOON, MARSHALL ISLANDS.

(Plus 12)

Feb. 2nd. The discharging of cargo has been moderate. Until the transports could release their boats for our use there were not enough to keep all hatches working. Many boats were delayed at the various beaches due to an insufficient number of hands in the beach parties. Other beaches would accept LCM3's only at high water, ordering them to lie off and wait. The answer to the discharging problem in regard to this vessel is LCT's.

Position

HICKORY ANCHORAGE, KWAJALEIN ATOLL LAGOON, MARSHALL ISLANDS.

69013

## WAR DIARY February 1944

(Plus 12)  
Feb. 3rd.

We are continuing cargo operations which have speeded up tremendously now that boats from the BIDDLE, SUMTER, and WARREN have reported for duty as well as one L.C.T. which returned from the beach.

## Position

HICKORY ANCHORAGE, KWAJALEIN ATOLL LAGOON, MARSHALL ISLANDS.

(Plus 12)

Feb. 4th. This Ship completed discharging all cargo at 1330.

(Plus 12)

Feb. 5th. At 1200 received orders to load the 4th. Tractor Battalion, U.S.M.C. from Commander Transports, Group 3, 5th. Amphibious Force and at 1400 commenced unloading LVT's.

(Plus 12)

Feb. 6th. Completed loading 22 LVT's and crews at 0100. At 0833 underway in accordance with orders of Commander Task Unit 53.13.3 for FUNAFUTI, ELLICE ISLAND in company with: DUPAGE, AQUARIUS, LINDENWALD, EPPING FORREST, GUNSTON HALL, and APPALACHIAN screened by HARADEN, RUSSELL, STANSBURY and LONG.

(Plus 12)

Feb. 7th. Position

0800	1200	2000
6° 1' N 170° 28' E	5° 13' N 170° 49' E	3° 40' N 171° 15' E

(Plus 12)

Feb. 8th. Position

0800	1200	2000
1° 17' N 172° 16' E	00° 27' N 172° 46' E	01° 08' S 173° 44' E

(Plus 12)

Feb. 9th. Practiced firing 20MM guns at bursts of 5"/38 caliber. 540 rounds of 20MM and 2 rounds of 5"38 caliber expended, no casualties.

## Position

0800	1200	2000
03° 21' S 175° 05' E	04° 05' S 175° 35' E	05° 37' S 176° 30-30 E

(Plus 12)

Feb. 10th. At 1150 sighted NUKU FETAU ATOLL and at 1215 sighted FUNAFUTI ATOLL, entered lagoon through TE BUA BUA PASS and anchored in berth C-5, FONGAFALE ANCHORAGE.

## Position

0800	1200
7° 50' S 178° 15' E	07° 50' S 178° 15' E

(Plus 12)

Feb. 11th.-12th. Anchored FONGAFALE ANCHORAGE, FUNAFUTI ATOLL, ELLICE ISLANDS.

(Plus 12)

Feb. 13th. Underway at 1517 in accordance with orders of Commander Task Unit 34.6.7 in company with: DUPAGE, SUMTER, WAYNE, ELMORE, CALLAWAY, BIDDLE, WARREN and AQUARIUS, screened by HOGAN, STANSBURY, LONG and STEVENS. DUPAGE, AQUARIUS and ALMAACK screened by STEVENS and LONG to be detached about 0200 February 14, 1944 to proceed to GUADALCANAL. 2400 set clocks to zone minus twelve time.

## Position

2000
9° 15' S 178° 44' E

(Minus 12)

Feb. 15th. At 0035 ALMAACK, AQUARIUS, and DUPAGE escorted by LONG, and STEVENS detached from formation to proceed to GUAD-ALCANAL.

## Position

0800	1200	2000
09° 54' S 176° 30' E	09° 54' S 175° 36' E	9° 44' S 173° 53' E

(Minus 12)

Feb. 16th At 0835 sighted 3 AK's bearing 255°T. and two destroyers. Identified as friendly. At 1650 sighted a ship bearing 105°T. at 15 miles, identified as BEBAS, (DE10) reporting as additional escort.

## Position

0800	1200	2000
9° 32' S 171° 17' E	9° 35' S 170° 23' E	9° 15' S 168° 38-30 E

(Minus 12)

Feb. 17th. At 1400, two ships were sighted bearing 231°T., identified as friendly.

## Position

0800	1200	2000
08° 53' S 166° 05' E	08° 54' S 165° 11' E	09° 12' S 163° 31' E

(Minus 12)

Feb. 18th. At 0015 Radar Room reported land bearing 240°T., and 40 miles. At 0105 sighted ULAWA ISLAND bearing 231°T., passed through INDISPENSABLE STRAIT thence through LENGO CHANNEL to TETERE ANCHORAGE, where we anchored in berth 88 at 1359. At 1540 changed clocks to ZONE-11. At 1538 Commenced discharging LVT's and completed the discharging of 22 LVT's at 1819.

(Minus 11)

Feb. 20th. At 0200 changed clocks to ZONE-12.

4

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

## U. S. S. ALMAACK

## Position

0800

12° 27' S  
163° 03' E

1200

13° 14' S  
163° 52' E

2000

15° 03' S  
163° 24' E

(Minus 12)

Feb. 21st. At 1400 tested smoke generating apparatus, and also expended 2 smoke floats. All gear in good condition.

## Position

0800

17° 54' S  
162° 21' E

1200

18° 44' S  
162° 40' E

2000

20° 15' S  
163° 20' E

(Minus 12)

(Minus 11)

Feb. 22nd. At daylight sighted peaks on NEW CALEDONIA. At 1235 changed clocks to ZONE-11. At 1239 passed through NORTH BULARI PASS and entered NOUMEA HARBOR. Anchored in berth 54 at 1328.

(Minus 11)

Feb. 23-29 Anchored in berth 54 NOUMEA, NEW CALEDONIA, Taking aboard stores and supplies.

Approved:

*J. I. Dannenberg*  
J. I. DANNENBERG  
Commander, U.S. Navy  
Commanding.

Submitted:

*E. F. Carl*  
E. F. CARL  
Lieutenant, U.S.N.R.  
Navigator



U. S. S. ALMAACK

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

WAR DIARY March 1944

F-48

(Time zone Minus 11)

March 1st. Anchored in Berth #54, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 2nd. Anchored in Berth #54, NOUMEA, NEW CALEDONIA. 0621 Underway in accordance with training order #1-44 of Commander Transport Division Twenty-Six of 28 February 1944. 1056 Commenced anti-aircraft firing practice. 1155 Secured from firing practice. Expended 1096 rounds of 20 MM ammunition, 11 rounds of 3"50 caliber ammunition and 1 round of 5"38 caliber ammunition. Two casualties:- Firing lock on 5"38 caliber gun locked, repaired by ship's force; breech jammed on #2, 3"50 caliber gun, repaired by ship's force. Division Twenty-Six returning to NOUMEA, NEW CALEDONIA. 1603 Entered NORTH BULARI PASS. 1731 Anchored in Berth #38, NOUMEA, NEW CALEDONIA, with 60 fathoms of chain out to starboard anchor in 11 fathoms of water.

Position

1200

22-32 S  
166-33 E

(Minus 11)

March 3rd. 0545 Commenced landing craft training exercise. 1126 All boats returned from landing craft exercises. Secured from same.

Position.

Anchored in Berth #38, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 4th. 0820 Commander Transport Division Twenty-Six, Captain Blackledge, U.S.N., arrived on board accompanied by his staff and conducted surprise inspection.

70134

Position.

Anchored in Berth #38, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 5th. Anchored in Berth #38, NOUMEA, NEW CALEDONIA.



U. S. S. ALMAACK

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

(Minus 11)

March 6th. Anchored in Berth #38, NOUMEA, NEW CALEDONIA.

(Minus 11)

March 7th. 1110 Underway and made southbound run over degaussing range off ILE NOU. Conditions satisfactory. 1130 Proceeding in accordance with orders of Commander Task Unit 32.4., in company with CALLAWAY, WARREN, SUMTER, TITANIA, screened by SICARD, PERRY, and DENT. 1348 Cleared NORTH BULARI CHANNEL. 1518 Began anti-aircraft practice. Expended 2046 rounds of 20 MM, 5 rounds, 3"50 caliber, 5 rounds of 5"38 caliber ammunition. Total of four casualties during firing as follows:- jammed cartridges in #11 and #15 20 MM guns, broken spring firing lock in #12, 20 MM gun, breach jam on #2, 20 MM gun. Repaired by ship's force.

Position

2000

22-02 S  
165-01 E

(Minus 11)

March 8th. Position.

0800	1200	2000
19-59 S	19-09 S	17-33 S
163-00 E	162-41 E	162-16 E

(Minus 11)

March 9th. 0550 Sighted ship bearing 073°T, identified as JENKINS, (DD447). 0610 JENKINS joined screen of Task Unit 32.4.4.

Position.

0800	1200	2000
14-37 S	13-45 S	11-46 S
163-02 E	163-16 E	163-46 E

U. S. S. ALMAACK

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

(Minus 11)

March 10th. 0150 Sighted SANTA ANA ISLAND, bearing 259°T at 27 miles. 0350 Sighted SAN CRISTOBAL ISLAND, bearing 260°T at 30 miles. 0857 Passed southern tip of MARMASIKE ISLAND, abeam to starboard, distance 15 miles, entered INDISPENSABLE STRAIT. 1015 Passed southern tip of GUADALCANAL ISLAND, to port at 18 miles. 1043 Sighted NURA ISLAND, bearing 293°T, distance 17 miles. 1245 Sighted FLORIDA ISLAND, bearing 306°T, distance 5 miles. 1335 Entered LENGU CHANNEL. 1510 Anchored in Berth #18, off LUNGA POINT, GUADALCANAL ISLAND in 20 fathoms of water with 60 fathoms of chain to starboard anchor.

(Minus 11)

March 11th. 0630 to 0721-Discharged 26.3 long tons of cargo.

Position.

Anchored in Berth #18, LUNGA POINT, GUADALCANAL ISLAND.

(Minus 11)

March 12th. Anchored in Berth #18, off LUNGA POINT, GUADALCANAL ISLAND. 0800 Underway and proceeding toward TASSAFARONGA. 0954 Anchored in Berth #147, TASSAFARONGA POINT, in 50 fathoms of water with 135 fathoms of chain to port anchor.

(Minus 11)

March 13th. Anchored in Berth #147, TASSAFARONGA, GUADALCANAL ISLAND.

(Minus 11)

March 14th. 0608 Underway in accordance to orders of C.T.U. 32.4.4 of 13 March 1944, for scheduled landing exercises with 14th. Marines, in company with CALLAWAY, WARREN and SUMTER. 0704 Began landing exercises off MINRI RIVER, GUADALCANAL ISLAND. 1249 Completed landing exercises. All boats hoisted aboard. Returning to anchorage as before. 1352 Anchored in Berth #147, TASSAFARONGA, GUADALCANAL ISLAND, in 55 fathoms of water with 120 fathoms of chain to the starboard anchor.

(Minus 11)

March 15th. Underway in accordance with orders of C.T.U., 34.4.4 in column with SUMTER, ALMAACK, WARREN in that order. Proceeding toward TULAGI. 1523 Approaching TULAGI HARBOR. 1640 Anchored in Berth #5, TULAGI HARBOR, in 28 fathoms of water with 75 fathoms of chain to starboard anchor.

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

U. S. S. ALMAACK

(Minus 11)

March 16-23 Anchored in Berth #5, TULAGI HARBOR.

(Minus 11)

March 24th. 1150 Underway in accordance with orders of C.T.U., 34.9.1., operation order 1-44. Unit composed of Transport Division Ten (CLAY, FOMALHAUT, ALHENA) and Transport Division Twenty Six (CALLAWAY, SUMTER, ALMAACK) with Commander Task Unit in CLAY, screened by DRAYTON, MAHAN, HOPKINS, TREVER, destination CANTON ISLAND. 1252 Passed through outer net and cleared TULAGI HARBOR. 1340 Entered SEA-LARK CHANNEL. 1420 cleared SEA-LARK CHANNEL and continued to the southeast through INDISPENSABLE STRAIT rounding the southern end of MARMASIKE ISLAND at 2153.

Position.

2000

9-46 S  
161-24 E

(Minus 11)

March 25th. 1008 to 1130 Task Unit 34.9.1 exercised at tactical maneuvers.

Position.

0800

1200

2000

8-54 S  
163-58 E

8-34 S  
164-48 E

8-01 S  
166-36 E

(Minus 11)

March 26th. 0240 Went to fire quarters, short circuit in lighting line, port side of Captain's (02) Deck at frame 88, on overhead. 0300 Secured from fire quarters. 2013 Pursuant to despatch from Commander, Third Fleet, 260407 and upon signal from C.T.U., 34.9.1 changed course to 109°T and destination to FUNAFUTI, ELLICE ISLANDS.

Position.

0800

1200

2000

7-06 S  
169-12 E

6-44 S  
169-55 E

6-12 S  
171-18 E

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

U. S. S. ALMAACK

(Minus 11-12)

March 27th. 0100 Clocks advanced one hour to Zone Minus 12 Time.

Position.

0800	1200	2000
6-57 S 173-38 E	7-13 S 174-29 E	7-53 S 176-11 E

(Minus 12)

March 28th. 0745 Sighted southern end of FUNAFUTI ATOLL, bearing 076<sup>o</sup>T, distance 16 miles. 0956 Entered TE BUA BUA PASS. 1111 Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS, in 23 fathoms of water with 75 fathoms of chain out to starboard anchor.

Position

0800  
8-49 S  
178-49 E

(Minus 12)

March 29-31 Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS.

Approved:

*J. F. Dannenberg*  
J. F. DANNENBERG  
Commander, U.S. Navy  
Commanding.

Submitted:

*G. Martin*  
G. MARTIN  
Lieutenant, U.S.N.R.  
Navigator.

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

U. S. S. ALMAACK

683  
12 JUN 1944

WAR DIARY April 1944

(Time Zone Minus 12)

April 1st. Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS.

(Minus 12)

April 2nd. Anchored in Berth C-5, FONGAFALE ANCHORAGE, FUNAFUTI, ELLICE ISLANDS. 0726 Underway in accordance with orders of C.T.U. 34.9.1, dispatch 010456 of 1 April 1944, in company with Transport Division Ten (CLAY, FOMALHAUT, ALHENA) and Transport Division Twenty-Six (SUMTER, CALLAWAY, ALMAACK) with C.T.U. and guide in CLAY. Screened by MAHAN, DRAYTON, BUCHANAN, and WOODWORTH. Destination of CALLAWAY and ALMAACK, CANTON ISLAND - of others, PEARL HARBOR. 0849 Took departure from FUNAFUTI ATOLL and formed cruising disposition C-4. 1400 Crossed INTERNATIONAL DATE LINE, eastbound.

Position

1200	2000
8-09 S	7-00 S
179-41 E	179-18 E

(Minus 12-Plus 11)

April 3rd. 0100 Advanced clocks one hour to Plus 11 Time Zone. 1900 CALLAWAY and ALMAACK left formation end, screened by DRAYTON and MAHAN, proceeded toward CANTON ISLAND, guide in CALLAWAY.

Position

0800	1200	2000
5-08 S	4-36 S	3-30 S
177-41 W	177-01 W	175-43 W

(Plus 11)

April 3rd. 1225 Sighted land bearing 100°T, distance 15 miles, identified as CANTON ISLAND. 1654 Entered CANTON ISLAND LAGOON. 1727 Moored port side to, CANTON ISLAND DOCK. 1930 Commenced loading cargo. See copy of Commanding Officers letter, attached, for local information and recommendations.

74585

Position

0800	1200
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C-O-N-F-I-D-E-N-T-I-A-L

U. S. S. ALMAACK

2-56 S  
172-59 W

2-46 S  
171-59 W

(Plus 11)

April 4th. Moored port side to ARMY DOCK, CANTON ISLAND. Continuous cargo operations.

(Plus 11)

April 5th. Moored port side to ARMY DOCK, CANTON ISLAND, Cargo loading operations continuing. 1100 Finished loading cargo. Received on board 961 short tons, or 3408 cubic tons. 1122 Underway and proceeding out of CANTON ISLAND LAGOON. 1140 Cleared SPAM ISLAND PASS. 1144 Hove to off CANTON ISLAND to hoist landing craft aboard. 1300 All landing craft aboard and proceeding in accordance with orders Commander Transport Division Twenty-Six. In company with CALLAWAY, guide, screened by DRAYTON and MAHAN. Destination PEARL HARBOR.

Position

1200  
2-49 S  
171-44 W

2000  
1-32 S  
171-06 W

(Plus 11)

April 6th. 0336 Crossed EQUATOR, eastbound in longitude 170° 18' W.

Position

0800  
1-01 N  
169-53 W

1200  
1-53 N  
169-26 W

2000  
3-34 N  
168-38 W

(Plus 11)

April 7th. Position

0800  
6-20 N  
167-10 W

1200  
7-06 N  
166-42 W

2000  
8-37 N  
165-59 W



(Plus 11)

April 8th.	Position		
	0800	1200	2000
	10-58 N 164-74 W	11-44 N 164-20 W	13-15 N 163-35 W

(Plus 11-Plus 10)

April 9th. At 0000 clocks were advanced one hour to Plus 10 Time Zone.

Position			
0800	1200	2000	
15-19 N 162-16 W	16-04 N 161-38 W	17-29 N 160-32 W	

(Plus 10-Plus 9½)

April 10th. At 1400 clocks were advanced thirty minutes to Plus 9½ Time Zone. 1602 Received orders to proceed to Honolulu. 1635 Arrived off Honolulu entrance. At 1800 moored to Pier #28, Honolulu Harbor, starboard side to.

Position		
0800	1200	
19-38 N 158-22 W	20-22 N 157-59 W	

(Plus 9½)

April 11th. Moored to Pier #28, Honolulu Harbor. At 0800 began discharging cargo to dock.

(Plus 9½)

April 12th. Moored to Pier #28, Honolulu Harbor. At 0945 completed cargo discharging operations.

(Plus 9½)

April 13th. Moored to Pier #28, Honolulu Harbor. At 0948 got underway, proceeding toward Pearl Harbor. 1018 Cleared Honolulu Channel. 1055 Arrived at Pearl Harbor Entrance Buoys. 1155 Moored in Berth B-3, port side to, outboard of U.S.S. KEN-MORE.

(Plus 9½)

April 14, 15, 16, Moored in Berth B-3, Pearl Harbor, T.H.  
17 & 18.

(Plus 9½)

April 19th. Moored in Berth B-3, Pearl Harbor, T.H. At 1022 underway, shifting berth from outboard of U.S.S. KENMORE, to along-side dock at B-3, U.S.S. KENMORE, outboard. 1105 Secured in Berth B-3.

(Plus 9½)

April 20th. Moored in Berth B-3, Pearl Harbor, T.H.

(Plus 9½)

April 21st. Moored in Berth B-3, Pearl Harbor, T.H.

(Plus 9½)

April 22nd. Moored in Berth B-3, Pearl Harbor, T.H. At 0705 Underway in accordance with orders of AdminComFIFTHPhib shifting berth to Berth W4, West Loch. 0810 Moored port side to at Berth W4. 1020 Began loading cargo. 1630 Finished loading cargo.

s (Plus 9½)

April 23rd. Moored in Berth W4, Pearl Harbor, T.H. At 0700 Underway in accordance with orders of AdminComFIFTHPhib shifting berth to D.P. 3. 0819 Moored port side to Berth D.P. 3, for calibration of degaussing coils. 1005 Completed calibration.

(Plus 9½)

April 24th. Moored in Berth D.P. 3, Pearl Harbor, T.H. At 0805 Underway to shift berth to X19. 0957 Secured to buoys forward and aft in Berth X19.

(Plus 9½)

April 25th. Moored in Berth X19, Pearl Harbor, T.H.

(Plus 9½)

April 26th. Moored in Berth X19, Pearl Harbor, T.H.



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

U. S. S. ALMAACK

(Plus 9½)

April 27th.           Moored in Berth X19, Pearl Harbor, T.H.

(Plus 9½)

April 28th.           Moored in Berth X19, Pearl Harbor, T.H.


(Plus 9½)

April 29th.           Moored in Berth X19, Pearl Harbor, T.H.

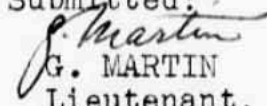
(Plus 9½)

April 30th.           Moored in Berth X19, Pearl Harbor, T.H.

Approved:

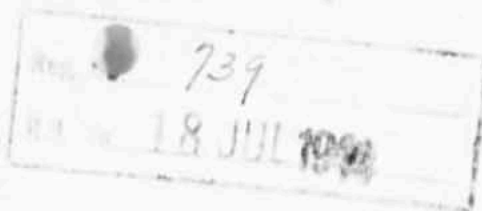
  
J. DANNENBERG  
Commander, U.S. Navy  
Commanding.

Submitted:

  
G. MARTIN  
Lieutenant, U.S.N.R.  
Navigator.

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

U. S. S. ALMAACK



WAR DIARY May 1944.

(Time Zone Plus 9½)

- May 1st. Moored in Berth X-19, PEARL HARBOR, T.H. At 0716 got underway in accordance with orders of AdminComFIFTHPhibFor, 290639. C.T.U. 55.1.19 in ALMAACK.. T.U. composed of ALMAACK, BELLATRIX, and ALCHIBA. 0817 Cleared PEARL HARBOR CHANNEL, and proceeded toward AREA C-9. 0930 Commenced scheduled firing exercises. 1602 Arrived off KAHULUI. 1805 Moored starboard side to on north side of Pier #2, KAHULUI. 2115 Began loading cargo.
- (Plus 9½)  
May 2nd. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H. Cargo operations continuing.
- (Plus 9½)  
May 3rd. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H. Cargo operations continuing. 2000 Secured all cargo operations.
- (Plus 9½)  
May 4th. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H.
- (Plus 9½)  
May 5th. Moored starboard side to Pier #2, KAHULUI, MAUI ISLAND, T.H. At 0545 got underway in accordance with dispatch 292001 and ComFIFTHPhibPac Fleet Letter 004707, 15 April 1944. T.U. composed of ALMAACK, BELLATRIX, and ALCHIBA. C.T.U. 55.1.19 in ALMAACK. 0606 Cleared KAHULUI HARBOR and proceeded toward PEARL HARBOR. From 1410 to 1633 swung ship off PEARL ENTRANCE to compensate magnetic compasses and determine diviation. 1717 Entered PEARL HARBOR. 1850 Moored in Berth X-8, PEARL HARBOR, T.H.
- (Plus 9½)  
May 6 to 13 Moored in Berth X-8, PEARL HARBOR, T.H.
- (Plus 9½)  
May 14th. Moored in Berth X-8, PEARL HARBOR, T.H. 0655 Underway in accordance with ComFIFTHPhibFor Training Movement Order #A 13-44 in company with Transport Divisions Ten and Twenty-six. O.T.C. and guide in ROCKY MOUNT. 0806 Cleared PEARL HARBOR CHANNEL and formed cruising disposition 6-S and proceeded toward LA HAINA ROADS, fleet maneuvered variously enroute. 1756 Anchored in Berth D-20, LA HAINA ROADS.

78202

(Plus 9½)  
May 15th.

Anchored in Berth D-20, LA HAINA ROADS, MAUI ISLAND, T.H. 0946 Underway and proceeding toward MAALAEA BAY, MAUI, to conduct landing exercises as scheduled. At 1910 returned to and anchored in Berth D-20, LA HAINA ROADS.

(Plus 9½)  
May 16th.

Anchored in Berth D-20, LA HAINA ROADS, MAUI. 0538 Underway and proceeding toward MAALAEA BAY, MAUI, to conduct scheduled landing exercises. Ship's force exercised at hatch opening and tank handling. At 1946 returned to and anchored in Berth D-20, LA HAINA ROADS.

(Plus 9½)  
May 17th.

Anchored in Berth D-20, LA HAINA ROADS, MAUI. At 0533 got underway and proceeded toward MAALAEA BAY, MAUI, in company with T.G. 52.4.240, conducted scheduled landing exercises. 0645 Arrived in Transport Area and commenced exercises. 1741 Secured from exercises and left area. 1836 Anchored in Berth C-2, MAALAEA BAY, MAUI.

(Plus 9½)  
May 18th.

Anchored in Berth C-2, MAALAEA BAY, MAUI. ALMAACK remained at anchor during the day but dispatched landing craft to assist in reembarkation of troops from the beaches. At 1731 got underway in company with Transport Divisions Twenty, Thirty, and Twenty-Six, O.T.C. of T.U. 52.15 in ROCKY MOUNT, and proceeded on night steaming exercises.

(Plus 9½)  
May 19th.

At 0615 arrived in Transport Area #2 off KAHOO LAWE ISLAND and commenced scheduled landing exercises. This vessel's force was exercised at unloading and loading of tanks. At 1100 moved to assigned position in Transport Area #3. At 1606 we assumed our position in cruising disposition 6-S and T.U. 52.15 proceeded seaward to conduct fleet maneuvers and night retiring exercises.

(Plus 9½)  
May 20th.

At 0800 T.U. 52.15 arrived off PEARL HARBOR and Transport Division Twenty-Six was detached from fleet and proceeded toward HONOLULU, ALMAACK entering HONOLULU ENTRANCE CHANNEL at 1021. At 1052 this vessel was secured, starboard side to at Pier #10, HONOLULU, T.H.

(Plus 9½)  
May 21-28

Moored starboard side to at Pier #10, HONOLULU, T.H.

(Plus 9½)  
May 29th.

At 0915 underway in accordance with orders of C.T.F. 52, Speed Letter 00016 and proceeded seaward. 1029 Cleared HONOLULU HARBOR ENTRANCE CHANNEL and proceeded toward rendezvous with T.G. 52.15. At 1210 formed cruising disposition 3 AL-1 with C.T.F. and fleet guide in ROCKY MOUNT. T.G. composed of Transport Divisions Thirty, Twenty-six, Twenty, and Ninty-nine from left to right in that order. Transport Division Twenty-six composed of CALLAWAY, GUIDE, LEON, SUMTER, STORM KING, and ALMAACK in that order from van to rear. Formation proceeding toward ENIWETOK in accordance with operations Order All-44.

Position

	1200	2000
	21-07 N	19-42 N
	157-55 W	158-07 W

(Plus 9½)  
May 30th.

From 1410 to 1420 test fired all 20MM machine guns on clear bearings, no casualties.

Position

0800	1200	2000
18-54 N	18-36 N	18-00 N
160-30 W	161-00 W	162-37 W

(Plus 9½)  
May 31st.

Position

0800	1200	2000
16-52 N	16-38 N	15-59 N
164-46 W	165-05 W	166-22 W

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commander, U.S. Navy  
Commanding.

Submitted:

*G. Martin*  
G. MARTIN  
Lieutenant, U.S.N.R.  
Navigator.

Log No. 746  
 Date 18 JUL 1944

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

U. S. S. ALMAACK

WAR DIARY June 1944

(Time Zone Plus 10 Plus 11)

June 1st. Proceeding in company with T.G. 52.15 from HONOLULU toward ENIWETOK, MARSHALL ISLANDS. C.T.F. 52 in ROCKY MOUNT, fleet guide. T.G. 52.15 composed of Transport Divisions Thirty, Twenty-Six, Twenty, and Ninety-Nine from left to right and Transport Division 26 composed of CALLAWAY, division guide, LEON, SUMPTER, STORM KING and ALMAACK in that order from van to rear. At 1100 the clocks were retarded to Time Zone Plus 11 time. From 1024 to 1035 anti-air craft firing exercises were held.

Position

0800	1200	2000
14-46 N	14-25 N	13-46 N
168-33 W	169-28 W	171-06 W

(Plus 11)  
 June 2nd.

Position

0800	1200	2000
12-50 N	12-37 N	12-07 N
173-31 W	174-05 W	176-22 W

(Plus 11)  
 June 3rd.

At 1500 all clocks were retarded one hour to Time Zone Minus 12 and date changed from Saturday 3 June, to Sunday 4 June, upon crossing the 180TH. meridian, west bound.

Position

0800	1200
11-15 N	10-59 N
179-03 W	179-52 W

(Minus 12)  
 June 4th.

Position

2000
10-17 N
178-14 E

4

WAR DIARY June 1944

(Minus 12)  
June 5th.

Position		
0800	1200	2000
9-27 N 175-45 E	8-59 N 175-02 E	8-14 N 173-32 E

(Minus 12)  
June 6th.

Position		
0800	1200	2000
7-40 N 171-10 E	7-43 N 170-18 E	8-06 N 168-44 E

(Minus 12)  
June 7th.

Position		
0800	1200	2000
8-42 N 167-09 E	9-09 N 166-22 E	9-59 N 164-53 E

(Minus 12)  
(Minus 11)  
June 8th.

At 0900 clocks were retarded one hour to Minus 11 Zone Time. At 0824 Task Group 52.15 arrived off Deep Entrance, ENIWETOK ATOLL, MARSHALL ISLANDS and formed entry disposition. At 0902 ALMAACK entered the lagoon and proceeded toward assigned berth and at 1010 anchored in Berth #33. At 2320 moored to U.S.S. NESHANTIC, fleet oiler, and prepared to receive fuel oil.

(Minus 11)  
June 9th.

At 0150, having completed fueling, left U.S.S. NESHANTIC and at 0245 returned to and anchored in Berth #33.

WAR DIARY June 1944

(Minus 11)  
June 10th.Anchored in Berth #33, ENIWETOK ATOLL, MARSHALL ISLANDS.  
Provisioning ship from U.S.S. BRIDGE.(Minus 11)  
June 11th.Anchored in Berth #33, ENIWETOK ATOLL, MARSHALL ISLANDS.  
0720 Underway in accordance with orders of ComFIFTHPhibForPac  
Speedletter 000136 of 9 May and proceeded out of the lagoon  
in company with task Group 52.15. At 0825 ALMAACK cleared  
lagoon and proceeded toward rendezvous area. At 1002 this  
Task group formed cruising disposition 3AL-2 and proceeded  
toward SAIPAN.

## Position

	1200	2000
	11-12 N	11-40 N
	162-04 E	160-37 E

(Minus 11)  
June 12th.

From 0230 to 0945 held firing exercises.

## Position

0800	1200	2000
12-26 N	12-52 N	13-24 N
152-06 E	157-21 E	155-56 E

(Minus 11)  
(Minus 10)  
June 13th.At 1400 all clocks were retarded one hour to Zone Minus  
10 time.

## Position

0800	1200	2000
14-17 N	14-24 N	14-20 N
153-33 E	152-44 E	151-14 E

(Minus 10)  
June 14th.At 1300 the cruising disposition was changed from 3AL-2 to  
3AL-3 for approach to Transport Area, SAIPAN. During the  
evening and night starshells were noticed in the west in the  
direction of SAIPAN and several submarine contacts were made  
by our screen and attacked. Evasive action was taken by all  
transports and no casualties were suffered.



WAR DIARY June 1944

Cont'd.

(Minus 10)  
June 14th.

## Position

0800	1200	2000
14-48 N	14-56 N	15-29 N
148-54 E	148-04 E	146-23 E

(Minus 10)  
June 15th.

0510 Arrived in Transport Area Two off SAIPAN. At 0526 transports were stopped in Transport Area Two. At 0533 began hoisting out all boats. At 0600 began discharging tanks into LCM(3)'s. 0710 All tanks discharged and dispatched to beach. Balance loaded LCVP's were dispatched as ordered. Maneuvered as necessary to maintain position in Transport Area awaiting return of boats from beach. At 1000 all transports shifted to positions in Transport Area Three. 1435 BARBERENA, Lucien Pete, Slc, V-6, USNR, 565 76 80, member of the crew of LCM(3) #3 was returned to the ship with the report that this boat, while traversing the passage thru the reef, had been struck by enemy fire and disabled. All casualties were placed aboard LEONARD WOOD for treatment. The boat, with tank, had been beached. At 1016 proceeding to form night retirement disposition. 1826 Enemy air raid reported. 1851 Five hostile planes spotted and driven off by AA fire from all ships. 1953 Raid finished. Vessels in cruising disposition 3AL-2 during night retirement.

(Minus 10)  
June 16th.

0741 Returned to and anchored in Transport Area Three about five miles off the Blue Beaches and resumed cargo operation which proceeded rather slowly due to lack of boats and congestion on the beaches. At 1806 shifted anchorage to Berth 33, SAIPAN ANCHORAGE and continued cargo operations. This vessel did not retire with other vessels of Transport Division 26.

(Minus 10)  
June 17th.

At 0344 an air raid warning was broadcast and this vessel went to General Quarters. 0410 All clear was indicated and resumed cargo operations. Received twenty-eight (28) casualties on board for treatment during the day. At 1802 went to General Quarters in response to an air raid warning. Got underway at 1807 to join other transports in temporary retirement from SAIPAN Transport Areas. 1937 Received "all clear" and secured from General Quarters.



WAR DIARY \* June 1944

(Minus 10)  
June 18th.

Transports in retirement from SAIPAN. At 0130 one of the casualties received on board on the 17th. died from battle wounds and at 0610 another. At 1711 burial services were held with full honors for the deceased in Latitude 16-00 N and Longitude 148-00 E.

## Position

0800	1200	2000
16-02 N	15-50 N	16-12 N
147-50 E	148-36 E	147-42 E

(Minus 10)  
June 19th.

Transports continued in retirement through the day.

## Position

0800	1200	2000
15-47 N	16-10 N	16-07 N
147-00 E	147-52 E	147-03 E

(Minus 10)  
June 20th.

Transports continued in retirement during the day to the eastward of SAIPAN.

## Position

0800	1200	2000
15-55 N	15-58 N	15-39 N
147-03 E	147-20 E	146-56 E

(Minus 10)  
June 21st.

Returned to SAIPAN, and at 1725 anchored in Berth B-68, SAIPAN ANCHORAGE and resumed cargo operations which continued on throughout the night. Received eight (8) casualties on board for treatment.

## Position

0800	1200
15-37 N	15-32 N
146-37 E	146-25 E

WAR DIARY June 1944

(Minus 10)  
June 22nd.

Anchored in Berth B-68, SAIPAN ANCHORAGE, SAIPAN. Cargo operations continuing. From 0117 to 0216 all hands were at General Quarters. Enemy air craft reported in vicinity. At 0950 U.S.S. ST. LOUIS made fast alongside to port and began transferring 540 rounds of 6"/47 caliber projectiles and cartridges to her. At 1325 U.S.S. ST. LOUIS left. At 1623 U.S.S. HONOLULU made fast to ALMAACK port side and began receiving 540 rounds of 6"/47 caliber projectiles and cartridges. At 1850 U.S.S. HONOLULU cast off. One casualty was received on board for treatment. At 2340 went to General Quarters. Enemy air raid expected.

(Minus 10)  
June 23rd.

Anchored in Berth B-68, SAIPAN ANCHORAGE, SAIPAN. 0150 Air raid past with no attack on ship and resumed cargo operations. The discharge of cargo today was rather slow due to lack of boats. At 1835 Transport Group BAKER got underway in accordance with orders of C.T.G. 52.15 for night retirement from SAIPAN.

(Minus 10)  
June 24th.

At 0808 returned from night retirement and anchored again in Berth B-68, SAIPAN, and resumed cargo operations. Received six (6) casualties on board for treatment soon after anchoring. Cargo was worked much more quickly, today, due to the availability of a larger number of boats. Completed discharging cargo at 1654 and began securing ship for sea. Three Officers, twenty-two enlisted men and three boats were transferred to the SAIPAN BOAT POOL. All troops remaining on board were transferred to shore duty and all casualties were disposed of as follows: - six to U.S.S. RELIEF, sixteen to U.S.S. SAMARITAN, seventeen to "MORROCCO" and three were restored to duty. Received on board two LCM(3)'s of U.S.S. BELLATRIX and one from U.S.S. WINGED ARROW with crews for transportation to ENIWETOK. At 1809 got underway in accordance with orders of C.T.G. 52.4 and in company with T.U. 51.18.15. 1830 Formed cruising disposition and proceeded enroute to ENIWETOK. 1923 Air raid warning received and went to General Quarters. Fleet taking evasive action and making smoke. 1944 "All Clear" and proceeded.

(Minus 10)  
June 25th.

Position

0800	1200	2000
14-54 N	14-43 N	14-24 N
148-17 E	149-08 E	150-35 E

WAR DIARY June 1944

(Minus 10)  
June 26th.

Position		
0800	1200	2000
13-56 N 153-06 E	13-45 N 153-57 E	13-25 N 155-34 E

(Minus 10)  
June 27th.

Position		
0800	1200	2000
13-00 N 157-45 E	12-51 N 158-35 E	12-30 N 160-05 E

(Minus 10)  
June 28th.

At 0715 sighted ENIWETOK ATOLL bearing 190<sup>0</sup> true, distance 12½ miles. At 0945 arrived off Deep Entrance and formed entering disposition. 1030 ALMAACK entered ENIWETOK LAGOON and proceeded toward assigned anchorage. At 1131 anchored in Berth #236.

(Minus 10)  
June 29th.

Anchored in Berth #236, ENIWETOK ATOLL LAGOON. Received twenty casualties on board for further treatment and transportation to PEARL HARBOR, T.H. At 1558 got underway in accordance with orders of SCOPA, Central Pacific, of 29 June, 1944, and proceeded seaward. 1655 Cleared ENIWETOK LAGOON and proceeded toward PEARL HARBOR, T.H. U.S.S. HILBERT escort. U.S.S. HILBERT was detached at 2340 and ordered to return to ENIWETOK.

Position		
0800	1200	2000
		11-32 N 163-12 E

(Minus 10)  
June 30th.

Proceeding independently.

Position		
0800	1200	2000
12-15 N 166-09 E	12-33 N 167-09 E	13-10 N 169-03 E

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

U. S. S. ALMAACK

WAR DIARY June 1944

Approved:

*J. Y. Dannenberg*  
J. Y. DANNENBERG  
Commander, U.S. Navy  
Commanding.

Submitted:

*G. Martin*  
G. MARTIN  
Lieutenant, U.S.N.R.  
Navigator.

Rep. No. 201  
R.S. No. 4-SEP 1944

WAR DIARY July 1944

(Time Zone Minus 11)  
(Minus 12)  
July 1st.

Proceeding independently enroute from ENIWETOK ATOLL, MARSHALL ISLANDS to PEARL HARBOR, T.H. 0100 Advanced clocks one (1) hour to Time Zone Minus 12.

Position

0800	1200	2000
13-58 N 171-49 E	14-12 N 172-51 E	14-45 N 174-50 E

(Minus 12)  
July 2nd.

Proceeding independently.

Position

0800	1200	2000
15-34 N 177-48 E	15-21 N 178-50 E	16-14 N 179-07 W

(Plus 11)  
July 2nd.

Proceeding independently. 0000 Retarded clocks twenty-three (23) hours to Time Zone Plus 11 and date remained the same on crossing 180TH. Meridian, east bound.

Position

0800	1200	2000
16-50 N 176-17 W	17-05 N 175-15 W	17-30 N 173-10 W

(Plus 11)  
July 3rd.

Proceeding independently.

Position

0800	1200	2000
18-08 N 169-58 W	18-20 N 168-55 W	18-41 N 166-49 W

WAR DIARY July 1944

(Plus 11)  
 (Plus 10)  
 July 4th.

Proceeding independently. 0100 Advanced clocks one (1) hour to Time Zone Plus 10. 0900 The Commanding Officer held meritorious mast this date and awarded the ship's cooks, bakers, and electrician's mates commendations for meritorious duty during recent operation.

## Position

0800	1200	2000
18-59 N 163-54 W	19-08 N 162-51 W	19-30 N 160-51 W

(Plus 10)  
 (Plus 9½)  
 July 5th.

Proceeding independently. 0830 All clocks were advanced ½ hour to Time Zone Plus 9½. 1258 Entered HONOLULU HARBOR CHANNEL. 1338 Moored port side to Pier 4OB, HONOLULU, T.H. with seven wire lines to dock and made all preparations for loading cargo. 1610 Commenced cargo operations.

## Position

0800  
 20-13 N  
 157-58 W

(Plus 9½)  
 July 6th.

Moored port side to Pier 4OB, HONOLULU, T.H. Continuing cargo operations. 0937 In accordance with dispatches from the Bureau of Naval Personnel and Commander in Chief, United States Pacific Fleet, Commander JOHN Y. DANNENBERG, USN was detached from duty as Commanding Officer, U.S.S. ALMAACK and was relieved by Lieutenant Commander CLYDE O. HICKS, D-M, USNR. Lieutenant Commander I.B. MERRIMAN, D-V(S), USNR., relieved Lieutenant Commander CLYDE O. HICKS, D-M, USNR., as Executive Officer.

(Plus 9½)  
 July 7th.

Moored port side to Pier 4OB, HONOLULU, T.H. Continuing cargo operations.

(Plus 9½)  
 July 8th.

Moored port side to Pier 4OB, HONOLULU, T.H. Continuing cargo operations. 0950 Completed loading cargo. Twelve Officers and one hundred and fifty-nine (159) enlisted men of the 77th. Division, U.S.A., reported aboard.

WAR DIARY July 1944

(Plus 9½)  
July 9th.

Moored port side to Pier 40B, HONOLULU, T.H. 1101 Cleared dock, pilot on board. Proceeded on various courses and at various speeds to conform to channel. 1127 ALMAACK cleared channel, pilot left the ship. ALMAACK headed for rendezvous area. 1240 Formed disposition 3AL modified with Transport Divisions 18 and 28 and proceeded toward ENIWETOK ATOLL, MARSHALL ISLANDS, in accordance with C.T.U. 55.1.11 movement orders #14-44. Guide and OTC in U.S.S. MONROVIA.

Position

2000

20-03 N  
158-37 W(Plus 9½)  
July 10th.

Position

0800	1200	2000
19-45 N 161-41 W	19-38 N 162-39 W	19-21 N 164-41 W

(Plus 9½)  
(Plus 10)  
July 11th.

0100 All clocks were retarded ½ hour to Time Zone Plus 10.

Position

0800	1200	2000
18-46 N 167-49 W	18-37 N 168-48 W	18-21 N 170-50 W

(Plus 10)  
(Plus 10½)  
July 12th.

0100 All clocks were retarded ½ hour to Zone Plus 10½ Time.

Position

0800	1200	2000
17-51 N 173-56 W	17-40 N 174-56 W	17-20 N 177-04 W



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(Plus 10½)

(Plus 11)

July 13th.

0100 All clocks were retarded ½ hour to Time Zone Plus 11.

Position

0800	1200	2000
16-49 N	16-26 N	15-44 N
179-51 E	179-02 E	177-09 E

(Plus 11)

July 14th.

0100 All clocks were advanced 23 hours to Time Zone Minus 12, date being advanced to 15 July on crossing 180TH. Meridian, west bound.

(Minus 12)

July 15th.

Position

0800	1200	2000
14-49 N	14-34 N	14-06 N
174-05 E	172-55 E	170-58 E

(Minus 12)

(Minus 11½)

July 16th.

0100 Retarded all clocks ½ hour to Time Zone Minus 11½.

Position

0800	1200	2000
13-13 N	12-55 N	12-18 N
167-58 E	167-02 E	165-06 E

(Minus 11½)

(Minus 11)

July 17th.

0100 All clocks were retarded ½ hour to Time Zone Minus 11. 0555 Sighted ENIWETOK ATOLL, MARSHALL ISLANDS. The ALMAACK entered DEEP ENTRANCE at 0656 and proceeded toward assigned berth. 0735 Set Condition 1A. 0811 Anchored in Berth #233 and put all boats in the water for testing. Four (4) Officers and one hundred and forty-seven enlisted men of the 77TH. Division, U.S.A., reported aboard.

4



WAR DIARY July 1944

(Minus 11)  
July 18th.

Anchored in Berth #233, ENIWETOK ATOLL, MARSHALL ISLANDS. 0507 Anchor aweigh. Proceeded to Berth #351. 0645 Moored to U.S.S. MALVERN, fleet oiler in Berth #351, and prepared to receive fuel. 1110, having completed fueling, left U.S.S. MALVERN, and returned to and anchored in Berth #233. 1551 Underway in accordance with Movement orders #15-44 of C.T.G. 53.19 and proceeded out of lagoon to form cruising disposition 3-W and proceeded toward GUAM ISLAND in company with T.G. 53.19, OTC in U.S.S. MONROVIA.

(Minus 11)  
July 19th.

0958 Held fleet maneuvers.

Position

0800	1200	2000
11-48 N 159-19 E	11-54 N 158-32 E	12-13 N 156-53 E

(Minus 11)  
(Minus 10½)  
July 20th.

0100 Retarded all clocks ½ hour to Time Zone Minus 10½.

Position

0800	1200	2000
12-37 N 154-11 E	12-43 N 153-21 E	12-59 N 151-32 E

(Minus 10½)  
(Minus 10)  
July 21st.

0100 Retarded all clocks ½ hour to Time Zone Minus 10.

Position

0800	1200	2000
13-14 N 148-50 E	13-10 N 148-05 E	13-03 N 146-27 E

(Minus 10)  
July 22nd.

0500 First sighted GUAM ISLAND. 0650 General Quarters. 0655 Set Condition IA. 0730 Arrived in Southern Transport Area, six miles west of OROTE PENINSULA, put several boats in the water for testing and immediately hoisted them aboard. 0855 Set Condition III. Hove to in Transport Area all day. No cargo operations on the ALMAACK. Prevailing ENE'y winds of 8 to 12 knots and prevailing westerly current necessitated constant maneuvering to maintain our position in Transport Area.

WAR DIARY July 1944

Cont'd

(Minus 10)  
July 22nd.

1738 Task Group 53.19 proceeded, in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10)  
July 23rd.

0515 General Quarters. 0534 Set Condition 1A. Proceeded into Transport Area about four miles off White Beaches. 0745 Set Condition III. 0841 Set Condition 1A and put all boats in the water. All our boats were dispatched to other ship's of the division and the ALMAACK made ready for working cargo while maneuvering to maintain position in Transport Area. Lashed together eight life rafts in pairs, loaded them with cargo, and sent them to the beach to be used in constructing causeway. 0940 Set Condition III. 1443 Commenced cargo operations. 1700 Ceased all cargo operations and brought all boats aboard. 1729 Proceeded, in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10)  
July 24th.

0620 General Quarters. 0625 Set Condition 1A. 0650 Hoisted out all landing craft on arrival in Transport Area and commenced cargo operations. Maneuvered all day to maintain position in Transport Area. 0812 U.S.S. ZANE came alongside for fuel and left at 1057. 1718 Ceased cargo operations and proceeded in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10)  
July 25th.

0630 Went to General Quarters. 0645 Set Condition 1A on arrival in Transport Area, hoisted out all boats. 0752 Commenced cargo operations. Maneuvered all day to maintain position in Transport Area. Velocity of wind decreased enabling easier station keeping. Arrival of LST #731 alongside for cargo speeded up operations but progress was very slow because of scarcity of boats and inability of boats to be unloaded at the beach. 1700 Ceased cargo operations. 1720 Proceeded, in accordance with orders of C.T.F. 53, to form disposition for night retirement from GUAM.

(Minus 10)  
July 26th.

0630 General Quarters. 0639 Condition 1A. On arrival in Transport Area at 0643 hoisted out all landing craft. 0702 Commenced cargo operations. 1700 Moved into Berth #19 for the night. Received LST #731 alongside to take cargo.

(Minus 10)  
July 27th.

Maneuvering to maintain position in Transport Area. Cargo operations in progress. 1837 Received LCT alongside which helped greatly in having continuous unloading. Remained in Berth #19 for the night.

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(Minus 10)  
July 28th.

Maneuvering to maintain position in Transport Area. Cargo operations in progress. 1020 Received LST #986 alongside to complete discharging of cargo.

(Minus 10)  
July 29th.

Maneuvering to maintain position in Transport Area. Cargo operations in progress. 0625 Completed discharging of cargo and commenced preparations for getting underway. Completed debarking sixteen (16) Officers and three hundred and six (306) enlisted men of the 77TH. Division, U.S.A., 0830 Set Condition III. 1800 In accordance with orders of C.T.F. 53, got underway enroute to ENIWETOK ATOLL, MARSHALL ISLANDS. Formed cruising disposition 3K in company with T.U. 53.14.5, OTC and Fleet Guide in U.S.S. MONROVIA.

(Minus 10)  
July 30th.

## Position

0800	1200	2000
12-54 N 146-55 E.	12-53 N 147-45 E	12-47 N 149-27 E

(Minus 10)  
(Minus 10½)  
July 31st.

0100 All clocks were advanced ½ hour to Time Zone Minus 10½.

## Position

0800	1200	2000
12-30 N 152-07 E	12-24 N 153-04 E	12-08 N 154-51 E

Approved:

*C.O. Hicks*  
C.O. HICKS  
Lt-Comdr., USNR.  
Commanding.

Submitted:

*J.P. Shields*  
J.P. SHIELDS  
Ensign, USNR.  
Navigator.

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

U. S. S. ALMAACK

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(Time Zone Minus 10½ & Minus 11)

August 1st.

Proceeding in company with T.U. 53.14.5, enroute from GUAM ISLAND, MARIANAS ISLANDS to ENIWETOK ATOLL, MARSHALL ISLANDS, in cruising disposition 3K, O.T.C. and Fleet Guide in U.S.S. MONROVIA. 0100 Advanced clocks one half (½) hour to Time Zone Minus 11.

Position

0800

1200

2000

11-46 N

11-46 N

11-26 N

157-25 E

158-04 E

159-49 E

(Minus 11)

August 2nd.

0735 Sighted ENIWETOK ISLAND, bearing 035°T, distance 17 miles. 0848 Began maneuvering outside DEEP CHANNEL ENTRANCE while waiting for entrance signal from O.T.C. 1247 Entered ENIWETOK LAGOON, and proceeded to anchorage. 1338 Anchored in Berth #104.

Position

0800

11-03 N

162-08 E

(Minus 11)

August 3rd.

1249 Underway in accordance with C.T.U. 57.19.16 Movement Order #A17-44 enroute from ENIWETOK ATOLL, MARSHALL ISLANDS to PEARL HARBOR, T.H. and proceeded out of the Lagoon in company with T.U. 57.19.16 to form special cruising disposition 3R, O.T.C. and Fleet Guide in U.S.S. MONROVIA.

Position

2000

11-22 N

163-34 E

(Minus 11)

(Minus 11½)

August 4th.

0100 Advanced clocks one half (½) hour to Time Zone Minus 11½.

85352

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

U. S. S. ALMAACK

WAR DIARY

August 1944

Cont'd.

(Minus 11)  
(Minus 11½)  
August 4th.

Position		
0800	1200	2000
11-01 N 166-12 E	10-56 N 167-00 E	11-06 N 168-43 E

(Minus 11½)  
(Minus 12)  
August 5th.

0100 Advanced clocks one half (½) hour to Time Zone Minus 12.

Position		
0800	1200	2000
11-58 N 171-00 E	12-15 N 171-45 E	12-46 N 173-24 E

(Plus 11½)  
August 5th.

0000 Retarded clocks 23½ hours to Time Zone Plus 11½ and date remained the same on crossing the 180TH. Meridian, east-bound.

Position		
0800	1200	2000
13-36 N 175-50 E	13-41 N 176-40 E	14-13 N 178-16 E

(Plus 11½)  
(Plus 11)  
August 6th.

0100 Advanced clocks one half (½) hour to Time Zone Plus 11.

Position		
0800	1200	2000
15-04 N 179-29 W	15-13 N 178-32 W	15-40 N 176-52 W

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

U. S. S. ALMAACK

WAR DIARY

August 1944

(Plus 11)  
(Plus 10½)  
August 7th.

0100 Advanced clocks one half (½) hour to Time Zone Plus 10½.

Position

0800	1200	2000
16-33 N 174-14 W	16-51 N 173-22 W	17-26 N 171-33 W

(plus 10½)  
August 8th.

Position

0800	1200	2000
18-05 N 168-39 W	18-18 N 167-44 W	18-36 N 165-53 W

(Plus 10½)  
(Plus 11)  
August 9th.

0100 Advanced clocks one half (½) hour to Time Zone Plus 11.

Position

0800	1200	2000
19-04 N 163-06 W	19-15 N 162-10 W	19-40 N 160-23 W

(Plus 10)  
(Plus 9½)  
August 10th.

0100 advanced clocks one half (½) hour to Time Zone Plus 9½. 1000 Commenced forming entry disposition into PEARL HARBOR, T.H. 1523 Passed through harbor nets, entered PEARL HARBOR ENTRANCE CHANNEL. Pilot came aboard and took the conn. 1615 Let go starboard anchor in mid channel, 30 fathoms of chain in 5 fathoms of water. 1644 Anchor aweigh. 1712 Moored port side to U.S.S. ALCYONE in Berth C-6, PEARL HARBOR, T.H., with six wires over to the U.S.S. ALCYONE, and with wires fore and aft to buoys. 1802 Pilot left the ship.



## WAR DIARY

August 1944

Cont'd.

(Plus 10)

(Plus 9½)

August 10th.

Position

0800

20-42 N

159-41 W

(Plus 9½)

August 11 to  
August 18.

Moored in Berth C-6, PEARL HARBOR, T.H.

(Plus 9½)

August 19th.

Moored in Berth C-6, PEARL HARBOR, T.H. 1235 Commenced unloading ship's ammunition. 1559 Completed unloading ship's ammunition having discharged: 287 rds. 5"/38 Cal. charges, 37 rds. 5"/38 Cal. cartridges, 25 rds. 5"/38 Cal. SPDN 4441 with flashless powder pellets added, 8 rds. 5"/38 Cal. cartridges SPDN, 221 rds. 5"/38 Cal. projectile AA, MK., 8 rds. 5"/38 Cal. target projectiles, 10 rds. 5"/38 Cal. target MK.31-10, 17 rds. 5"/38 Cal. projectile illuminating, 424 rds. 3"/50 Cal. cartridges AA, 132 rds. 3"/50 Cal. cartridges AP, 84 rds. 3"/50 Cal. cartridges ILL, 40 rds. 3"/50 Cal. cartridges target, 58,860 rds. 20MM HEI and HET, 100 rds. 5"/38 AA common projectiles. 1750 Made all preparations for getting underway to shift berths. Set special sea detail. 1935 Lieutenant J. GILLAN, harbor pilot, came aboard. 2039 Underway on orders of NYPH, to shift berth from C-6 to B-1½ with pilot at the conn, Captain, Executive Officer and Navigator on the bridge and proceeded on various courses at various speeds to conform to channel. 2200 Moored port side to dock in Berth B-1½, PEARL HARBOR, T.H. 2207 Secured special sea detail. 2250 Pilot left the ship.

(Plus 9½)

August 20 to  
August 23.

Moored to pier, Berth B-1½, PEARL HARBOR, T.H.

(Plus 9½)

August 24.

Moored to pier, Berth B-1½, PEARL HARBOR, T.H. 0830 Made all preparations for getting underway. Set special sea detail. 1045 Pilot came aboard. 1102 Underway from pier 1010 Berth B-1½ pursuant to orders of the Captain of the Yard, on various courses at various speeds to conform to channel, pilot at the conn, Captain, Executive Officer

## WAR DIARY

August 1944

(Plus 9½)  
August 24th.

and Navigator on the bridge. 1119 Entered drydock #2. 1131 Made fast in drydock #2, PEARL HARBOR, T.H. Pilot left the ship. 1232 Secured special sea detail. 1305 Commenced pumping out drydock. 1630 Completed pumping out drydock. Ship dry in dock.

(Plus 9½)  
August 25th.

In drydock #2, PEARL HARBOR, T.H. 1400 Commenced sandblasting ship's bottom.

(Plus 9½)  
August 26th.

In drydock #2, PEARL HARBOR, T.H. 0715 Navy yard crew commenced painting ship's bottom and sides. 1000 Completed sandblasting ship's bottom.

(Plus 9½)  
August 27th.

In drydock #2, PEARL HARBOR, T.H. 1620 Pursuant to verbal orders from the Commanding General of the 96TH. Division, U.S. Army, six (6) Officers and one hundred and fifty (150) enlisted men of the 96TH. Division reported aboard. 2335 Completed painting ship's bottom and sides.

(Plus 9½)  
August 28th.

In drydock #2, PEARL HARBOR, T.H. 0530 Commenced flooding drydock. 0530 Set special sea detail. 0600 Ship's afloat. 0710 Completed flooding drydock. 0713 Opened drydock gates. 0755 Pilot came aboard. 0804 Underway on orders from Navy yard to moor to Berth S-21, PEARL HARBOR, T.H. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Underway at various speeds and on various courses to conform to channel. 0818 Cleared sill of drydock. All lines cast off. 0930 Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 0917 Secured special sea detail. 0920 Pilot left the ship. 1010 Hoisted out landing craft and made preparations for taking on cargo. 1415 Commenced taking cargo aboard. Draft of ship forward 14' 9", aft 19' 3".

(Plus 9½)  
August 29th.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. Cargo loading in progress.

(Plus 9½)  
August 30th.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. Cargo loading in progress. 1555 Completed loading cargo. Draft of ship forward 19' 4", aft 26' 8". 1820 Commenced



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

U. S. S. ALMAACK

WAR DIARY

August 1944

(Plus 9½)  
August 30th.

loading ship's ammunition. 2135 Completed loading ship's ammunition having taken aboard: 287 rds. 5"/38 Cal. charges, 37 rds. 5"/38 Cal. cartridges, 25 rds. 5"/38 Cal. SPDN 4441 with flashless powder pellets added, 8 rds. 5"/38 Cal. cartridges SPDN, 221 rds. 5"/38 Cal. projectile AA MK, 8 rds. 5"/38 Cal. target projectiles, 10 rds. 5"/38 Cal. target MK. 31-10, 17 rds. 5"/38 Cal. projectiles illuminating, 424 rds. 3"/50 Cal. cartridges AA, 132 rds. 3"/50 Cal. cartridges AP, 84 rds. 3"/50 Cal. cartridges ILL, 40 rds. 3"/50 Cal. cartridges target, 58,860 rds. 20MM HEI and HET.

(Plus 9½)  
August 31st.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 0600 Stationed all special sea detail. 0622 Pilot came aboard. 0635 Underway on orders of Navy Yard to shift berth, pilot at the conn, Captain, Executive Officer and Navigator on the bridge and proceeded on various courses and at various speeds to conform to channel. 0745 Moored in Berth X-8, PEARL HARBOR, T.H. 0755 Secured special sea details. 0758 Pilot left the ship. 1555 Received from Naval Ammunition Depot: 37 rds. 5"/38 Cal. projectiles, MK. 35, Mod. 8, nose fuze MK. 32, Mod. 10, Lot 536D4FH4 and 63 rds. 5"/38 Cal. projectiles Mk. 35, Mod. 10, nose fuze MK. 32, Mod. 10, Lot 348XF464.

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Ensign, U.S.N.R.  
Navigator.

Approved:

*C.O. Hicks*  
C.O. HICKS  
Lt-Comdr., U.S.N.R.  
Commanding.

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

U. S. S. ALMAACK

Reg. No. 909

R. S. No.

WAR DIARY

September 1944

(Time Zone Plus 9½)

September 1st.

Moored in Berth X-8, PEARL HARBOR, T.H. 1300 Stationed all special sea details and made all preparations for getting underway. 1347 Pilot came aboard. 1359 Underway in accordance with CTG 33.2 Training Order #A601-44, pilot at the conn; standing out of PEARL HARBOR on various courses and speeds to conform to channel. 1449 Pilot left the ship. 1452 Went to General Quarters. 1449 Cleared harbor entrance and commenced forming cruising disposition. 1645 Formed cruising disposition in company with T.G. 33.2 enroute to MAUI ISLAND, T.H., Fleet Guide in U.S.S. CAMBRIA, O.T.C. in U.S.S. ROCKY MOUNT.

(Plus 9½)

September 2nd.

Proceeding in company with TG33.2 enroute to MAUI ISLAND, T.H. 0600 Went to General Quarters. 0615 Set Condition I-A. 0707 Arrived in Transport Area and commenced hoisting out landing craft in preparation for amphibious maneuvers. 0728 Set Condition III. Hove to in Transport Area. 1440 Stationed anchor detail and proceeded to assigned anchorage. 1525 Anchored in Berth A-7, MAALAEA BAY, MAUI ISLAND, T.H.

(Plus 9½)

September 3rd.

Anchored in Berth A-7, MAALAEA BAY, MAUI ISLAND, T.H. 0656 Underway in accordance with C.T.G. 33.2 Order A601-44, Captain at the conn, to form cruising disposition in company with T.D.28, Guide in U.S.S. BOLIVER. 1010 Commenced anti-aircraft firing exercises. 1129 Completed anti-aircraft firing exercises having expended 1383 rounds of 20MM, 19 rounds 3"/50 Caliber, 9 rounds of 5"/38 Cal.; two casualties, jammed cartridge on 20MM #7 and broken sear on 3"/50 caliber #4.

(Plus 9½)

September 4th.

Proceeding in company with T.G. 33.2 retiring for the night from MAUI ISLAND, T.H. 0602 Went to General Quarters. 0618 Entered Transport Area off KAHOO LAWE ISLAND. and commenced amphibious training operation. 0647 Set Condition III. Hove to all day in Transport Area. 1800 Formed cruising disposition in company with T.G. 33.2 for night retirement from KAHOO LAWE ISLAND, T.H.

(Plus 9½)

September 5th.

Proceeding in company with T.G. 33.2 retiring for the night from KAHOO LAWE ISLAND, T.H. 0545 Went to General Quarters. 0552 Set Condition IA. 0625 Entered Transport Area off MAUI ISLAND, T.H. and commenced amphibious

89529

## WAR DIARY

September 1944

Cont'd.

(Plus 9½)

September 5th.

training operation. Hove to in Transport Area. 0642 Set Condition III. 1611 Stationed anchor detail and proceeded to assigned anchorage. 1632 Anchored in assigned berth, MAALAEA BAY, MAUI ISLAND, T.H. on bearings CAPE KINAN 160°T, HALONA POINT 209°T.

(Plus 9½)

September 6th.

Anchored in assigned berth off MAKENA POINT, MAALAEA BAY, MAUI ISLAND, T.H. 0645 Set Condition IA and hoisted out landing craft. 0715 Set Condition III. 1136 Hoisted in all landing craft. 1558 Underway for PEARL HARBOR, T.H. on orders from C.T.G. 33.4. 1620 Formed cruising disposition in company with T.G. 33.2.

(Plus 9½)

September 7th.

Proceeding in company with T.G. 33.2 enroute from MAUI ISLAND, T.H. to PEARL HARBOR, T.H. 0845 Stationed special sea detail and proceeded on various courses and at various speeds to assigned berth in PEARL HARBOR, T.H. 0904 Passed entrance bouys. 0921 Pilot came aboard and took the conn. 1014 Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 1300 Commenced cargo operations. 1545 Pursuant to verbal orders of Commanding Officer of the 96TH. Division, U.S.A., six (6) Officers and one hundred and six (106) enlisted men of the 96TH. Division were temporarily detached from the ship. 1615 Completed cargo operations.

(Plus 9½)

September 8th.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H.

(Plus 9½)

September 9th.

Moored port side to dock in Berth S-21, PEARL HARBOR, T.H. 0610 Made all preparations for getting underway. Stationed special sea detail. 1613 Pilot came aboard. 0652 Underway upon orders of the Captain of the Yard for Berth X-8, pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 0747 Moored in Berth X-8, PEARL HARBOR, T.H. 0751 Pilot left the ship. 0752 Secured special sea detail.

(Plus 9½)

September 10th, 11th, 12th, &amp; 13th.

Moored in Berth X-8, PEARL HARBOR, T.H. Provisioning ship and making preparations for sea.

WAR DIARY

September 1944

(Plus 9½)  
September 14th.

Moored in Berth X-8, PEARL HARBOR, T.H. Pursuant to verbal orders of the Commanding Officer of the 96TH. Division, U.S.A., ten (10) Officers and two hundred and twenty six (226) enlisted men of the 96TH. Division reported aboard.

(Plus 9½)  
September 15th.

Moored in Berth X-8, PEARL HARBOR, T.H. 1303 Made all preparations for getting underway. Stationed all special sea detail. 1314 Pilot came aboard. 1351 Underway in accordance with Attack Order A-603-44 of C.T.G. 33.4 enroute from PEARL HARBOR, T.H. to ENIWETOK ATOLL, MARSHALL ISLANDS. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Maneuvering on various courses at various speeds to conform to channel. 1425 Pilot left the ship. 1433 Passed through harbor entrance nets. Maneuvered on various courses and at various speeds to form cruising disposition in company with T.G. 33.2, O.T.C. in U.S.S. ROCKY MOUNT, Fleet Guide in U.S.S. CAMBRIA ALMAACK first ship in right hand column. Loss of water in boiler at 1453 caused 27 minutes delay in taking assigned position.

Position

2000

20-35 N  
158-36 W

(Plus 9½)  
(Plus 10)  
September 16th.

Enroute PEARL HARBOR, T.H. to ENIWETOK ATOLL, MARSHALL ISLANDS in company with T.G. 33.2, Fleet Guide in U.S.S. CAMBRIA, O.T.C. in U.S.S. ROCKY MOUNT. 1327 Commenced exercising at fleet maneuvers. 1503 Ceased exercising at fleet maneuvers. 1700 Retarded ship's clocks 30 minutes to Time Zone Plus 10 Time.

Position

0800

1200

2000

19-42 N  
160-55 W

19-31 N  
161-32 W

19-11 N  
163-05 W



WAR DIARY

September 1944

(Plus 10)  
(Plus 11)  
September 17th.

0800 Retarded ship's clocks one hour to Zone Plus 11 Time.  
0830 Commenced exercising at fleet maneuvers. 1015 ceased exercising at fleet maneuvers. 1317 Commenced exercising at fleet maneuvers. 1449 Ceased exercising at fleet maneuvers.

Position

0800	1200	2000
18-37 N	18-22 N	18-00 N
165-31 W	166-32 W	168-06 W

(Plus 11)  
September 18th.

0830 Commenced exercising at fleet maneuvers. 0854 Commenced anti-aircraft firing exercises. 1054 Completed anti-aircraft firing exercises. 1118 Ceased exercising at fleet maneuvers. 1309 Went to General Quarters. 1311 Commenced exercising at fleet maneuvers. 1417 Set Condition III. 1423 Ceased exercising at fleet maneuvers.

Position

0800	1200	2000
17-19 N	17-05 N	16-33 N
170-29 W	171-06 W	172-40 W

(Plus 11)  
(Plus 11½)  
September 19th.

0700 Retarded ship's clocks one half hour to Time Zone Plus 11½. 1323 Commenced exercising at fleet maneuvers. 1512 Ceased exercising at fleet maneuvers.

Position

0800	1200	2000
15-44 N	15-34 N	15-06 N
175-12 W	175-56 W	177-33 W

(Minus 12)  
September 21st.

0000 Advanced ship's clocks 23½ hours to Time Zone Minus 12 on crossing the 180TH. Meridian, westbound. 0900 Commenced exercising at fleet maneuvers. 0956 Ceased exercising at fleet maneuvers. 1430 Commenced exercising

## WAR DIARY

September 1944

Cont'd.

(Minus 12)

September 21st.

at fleet maneuvers. 1535 Ceased exercising at fleet maneuvers. 2015 Commenced exercising at fleet maneuvers. 2032 Ceased exercising at fleet maneuvers.

## Position

0800	1200	2000
14-22 N	14-05 N	13-33 N
179-37 W	179-33 E	178-01 E

(Minus 12)

(Minus 11½)

September 22nd.

1300 Commenced exercising at fleet maneuvers. 1513 Ceased exercising at fleet maneuvering at fleet maneuvers. 2021 Commenced exercising at fleet maneuvers. 2044 Ceased exercising at fleet maneuvers. 2100 Retarded ship's clocks ½ hour to Zone Minus 11½ Time.

## Position

0800	1200	2000
12-53 N	12-39 N	12-07 N
176-02 E	175-21 E	173-57 E

(Minus 11½)

(Minus 11)

September 23rd.

0809 Went to General Quarters. Held emergency drills. 0845 Set Condition III. 1410 Commenced anti-aircraft exercise. 1450 Completed anti-aircraft firing exercises having expended 14 rounds 3"/50 Caliber ammunition, 16 rounds 5"/38 Caliber ammunition, and 405 rounds 20MM ammunition. No casualties.

## Position

0800	1200	2000
11-19 N	11-06 N	10-49 N
171-39 E	170-57 E	169-26 E

(Minus 11)

September 24th.

0852 Commenced anti-aircraft firing exercises. 1126 Completed anti-aircraft firing exercises. having expended 55 rounds 3"/50 Caliber ammunition, 22 rounds 5"/38 Caliber ammunition, and 2100 rounds 20MM ammunition. No casualties.

## WAR DIARY

September 1944

Cont'd.

(Minus 11)

September 24th.

Position

0800	1200	2000
10-24 N 167-02 E	10-32 N 166-28 E	10-49 N 165-05 E

(Minus 11)

September 25th.

1235 Commenced forming entry disposition. 1504 Assumed assigned station in entry disposition. 1510 Entered EAST CHANNEL, ENIWETOK ATOLL, MARSHALL ISLANDS. Standing up harbor to anchorage on various courses and various speeds. Captain at the conn, Executive Officer and Navigator on the bridge. 1715 Anchored in Berth #726, ENIWETOK ATOLL, MARSHALL ISLANDS.

Position

0800	1200
11-19 N 163-00 E	11-16 N 162-40 E

(Minus 11)

September 26th.

0435 Made all preparations for getting underway. Stationed special sea detail. 0536 Underway in accordance with order from C.T.G. 33.4 for Berth #345 to refuel alongside U.S.S. ELK. 0740 Moored starboard side to U.S.S. ELK in Berth #345. 0758 Set Condition III. 0758 Commenced fueling from U.S.S. ELK. 1027 Stationed special sea detail. 1030 Completed fueling from U.S.S. ELK having received 1770 barrels of fuel. 1043 Underway from U.S.S. ELK to return to assigned berth. 1159 Anchored in Berth #726, ENIWETOK ATOLL, MARSHALL ISLANDS. 1210 Secured special sea detail. 1730 Commenced taking aboard ship's ammunition. 1845 Completed taking aboard ship's ammunition having received aboard: 200 rounds 3"/50 Caliber cartridges, Service AA, fuse MK.22, 2700 F.S.; 80 rounds 5"/38 Caliber projectiles, service AA, fuse MK. 18-2.

(Minus 11)

September 27th.

All landing craft employed in provisioning this ship and other ships of T.G. 33.4.

WAR DIARY

September 1944

(Minus 11)  
September 28th.

0820 Made all preparations for getting underway. Stationed special sea detail. 0929 Underway in accordance with Attack Order A 603-44 of C.T.G. 33.2 enroute ENIWETOK ATOLL, MARSHALL ISLANDS to MANUS ISLAND, ADMIRALTY ISLANDS. Captain at the conn, Executive Officer and Navigator on the bridge. 1100 Took departure from Deep Entrance, ENIWETOK ATOLL and proceeded to take assigned station in cruising disposition. 1106 Went to General Quarters. 1127 Exercised at emergency drills. 1149 Set Condition III. 1150 Completed forming cruising disposition 3CG in company with T.G. 33.2, O.T.C. in ULS.S. ROCKY MOUNT, Fleet Guide in U.S.S. CAMBRIA. 1315 Commenced anti-aircraft firing practice. 1543 Secured from anti-aircraft firing practice having expended 36 rounds 5"/38 Caliber ammunition 68 rounds of 3"/50 Caliber ammunition, and 1500 rounds 20MM ammunition. No casualties. 1545 Commenced forming cruising disposition 2CS. 1614 Completed forming cruising disposition 2CS.

Position

2000

09-49 N  
162-03 E

(Minus 11)  
September 29th.

0900 Commenced exercising at tactical maneuvers. 1022 completed exercising at tactical maneuvers.

Position

0800	1200	2000
07-16 N	06-34 N	05-15 N
161-36 E	161-30 E	161-23 E

(Minus 11)  
(Minus 10½)  
September 30th.

0911 Commenced forming cruising disposition 2CV. 0925 Completed forming cruising disposition 2CV. 1012 Executed emergency turns to avoid simulated aircraft attacks. 1039 Commenced forming cruising disposition 2CS. 1043 Completed forming cruising disposition 2CS. 1103 Commenced forming cruising disposition 4CG. 1135 Completed forming cruising disposition 4CG. 1150 Commenced forming cruising disposition 2CS. 1214 Completed forming cruising disposition 2CS.



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

U. S. S. ALMAACK

WAR DIARY

September 1944

Cont'd.

(Minus 11)

(Minus 10 $\frac{1}{2}$ )

September 30th.

tion 2CS. 1305 Commenced exercising at tactical maneuvers.  
1430 Completed exercising at tactical maneuvers. 2100  
retarded all clocks  $\frac{1}{2}$  hour to Minus 10 $\frac{1}{2}$  Zone Time.

Position

0800	1200	2000
03-03 N 161-18 E	02-39 N 160-32 E	02-03 N 158-59 E

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Ensign, U.S.N.R.  
Navigator.

Approved:

*C.O. Hicks*  
C.O. HICKS  
Lt-Comdr., U.S.N.R.  
Commanding.

8

U.S.S. ALMAACK

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

Reg. No.	941
R. S. No.	

WAR DIARY

October 1944.

(Time Zone Minus 10½)

October 1st.

Proceeding enroute ENIWETOK ATOLL, MARSHALL ISLANDS to MANUS ISLAND, ADMIRALTY ISLANDS in company with T.G. 33.2 in cruising disposition 2CS, O.T.C. in U.S.S. ROCKY MOUNT, fleet guide in U.S.S. CAMERIA, ALMAACK first ship in right hand column. 0831 Commenced exercising at fleet maneuvers. 1010 Ceased exercising at fleet maneuvers. 1200 Commenced forming cruising disposition 4CG. 1225 Completed forming cruising disposition 4CG. 1413 Commenced forming cruising disposition 2CS. 1440 Completed forming cruising disposition 2CS. 2100 Crossed equator southbound.

Position

0800	1200	2000
01-04 N 156-24 E	00-46 N 155-36 E	00-05 N 153-57 E

(Minus 10½)

October 2nd.

1253 Commenced forming cruising disposition 2CV. 1303 Completed forming cruising disposition 2CV. 1548 Commenced forming cruising disposition 2CS. Completed forming cruising disposition 2CS. 2100 Retarded ship's clocks one half hour to Zone Minus 10 Time

Position

0800	1200	2000
00-20 S 151-36 E	00-38 S 150-44 E	00-48 S 149-11 E

(Minus 10)

(Minus 9)

October 3rd.

0631 Commenced maneuvering in preparation to entering SEADLER HARBOR, MANUS ISLAND. 0950 Commenced forming entry disposition. 1030 Retarded ship's clocks one hour to Zone Minus 9 Time. 1055 Proceeded on various courses and speeds to enter harbor. 1250 Lt. MANTON, R.A.N., pilot, came aboard. 1311 Entered entrance nets of SEADLER HARBOR, Captain at the conn, pilot, Executive Officer and Navigator on the bridge. Proceeded on various courses and speeds to conform to channel to assigned berth. 1350 Anchored in Berth 261, SEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS. 1508 Pilot left the ship. Secured fires under #1 boiler.

92433

(Minus 9)

October 4th, 5th,  
6th, & 7th.

Anchored in Berth 261, SEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS. Landing craft employed in provisioning this and other

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

## WAR DIARY

October 1944.

Cont'd.

(Minus 9)  
October 4th, 5th,  
6th, & 7th.

ships of T.G. 33.2.

(Minus 9)  
October 8th.

Anchored as before. 0555 Y.O. #8 tied up alongside port side. 0630 Commenced receiving fuel oil from Y.O. #8. Draft forward 20' 0", aft 26' 0". 0718 Completed taking on fuel oil from Y.O. #8 having received aboard 1507 barrels. Draft forward 20' 01", aft 26' 03". 0735 Cast off Y.O. #8. 1100 L.S.T. #916 tied up alongside port side. 1120 Commenced receiving diesel fuel oil from L.S.T. #916. Draft forward 20' 01", aft 26' 03". 1230 Completed receiving diesel fuel oil from L.S.T. #916 having received aboard 4074 gallons. Draft forward 20' 01", aft 26' 04". 1313 Cast off L.S.T. #916. 1405 Pursuant to verbal orders of C.T.D. 18, three Boat Officers and 21 enlisted men with 6 L.C.V.P.'s were transferred for temporary additional duty. Six Boat Officers and 36 enlisted men with 6 L.C.S.'s reported aboard for temporary additional duty.

(Minus 9)  
October 9th, 10th,  
11th, 12th, & 13th.

Anchored as before.

(Minus 9)  
October 14th.

Anchored as before. 0904 Made all preparations for getting underway. Stationed special sea detail. 1022 Underway in accordance with Attack Order A604-44 of C.T.G. 79.2 enroute from MANUS ISLAND, ADMIRALTY ISLANDS to LEYTE ISLAND, PHILIPPINE ISLANDS; Captain at the conn, Executive Officer, and Navigator on the bridge. 1108 Took departure from MANUS ISLAND on passing entrance buoys and proceeded on various courses at various speeds to form cruising disposition. 1112 Went to General Quarters. Exercised at emergency drills. 1147 Set Condition III. 1210 Completed forming cruising formation one in company with T.G. 79.2, O.T.C. in U.S.S. ROCKY MOUNT, fleet guide in U.S.S. CAMBRIA, ALMAACK first ship in right hand column. 1223 Streamed paravanes. 1238 Formed cruising disposition 5CS. 1409 Recovered paravanes.

Position

2000  
00-05 S  
146-05 E

U.S.S. ALMAACK

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

WAR DIARY

October 1944.

(Minus 9)  
October 15th.

0330 Crossed equator northbound. 0904 Commenced exercising at fleet maneuvers. 1040 Ceased exercising at fleet maneuvers. 1252 Sighted life raft and oil drum; approximate position 00-58 N, 143-36 E. 1301 Streamed paravanes. 1353 Recovered paravanes.

Position

0800	1200	2000
00-30 N 144-25 E	00-53 N 143-45 E	01-40 N 142-25 E

(Minus 9)  
October 16th.

0910 Commenced forming cruising disposition LCS. 0920 Completed forming cruising disposition LCS. 0950 Streamed paravanes. 1021 Recovered paravanes. 1035 Commenced forming cruising disposition 5CS. 1051 Completed forming cruising disposition 5CS.

Position

0800	1200	2000
02-56 N 140-17 E	03-21 N 139-39 E	04-05 N 138-20 E

(Minus 9)  
October 17th.

1213 Executed emergency maneuvers on receipt of submarine contact. 1303 Returned to base course as contact proved false. 1515 Posted special lookout at ship's bow to watch for mines. 1700 Commenced fleet maneuvers according to plan "Golden Gate". 2140 Ceased fleet maneuvers.

Position

0800	1200	2000
05-12 N 136-27 E	05-36 N 135-52 E	06-21 N 134-39 E

(Minus 9)  
October 18th.

0450 Went to General Quarters. 0550 Set Condition III. 1800 Went to General Quarters. 1850 Set Condition III.



## U.S.S. ALMAACK

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

## WAR DIARY

October 1944.

Cont'd.

(Minus 9)

October 18th.

Position

0800	1200	2000
07-15 N	07-25 N	07-58 N
132-52 E	132-17 E	131-12 E

(Minus 9)

October 19th.

0510 Went to General Quarters. 0553 Set Condition III. 1057 Executed emergency maneuvers on receipt of mine report. 1600 Commenced forming approach disposition LCS. 1633 Completed forming approach disposition LCS. 1653 Streamed paravanes. 1815 Went to General Quarters. 1903 Set Condition III.

Position

0800	1200	2000
09-03 N	09-22 N	09-58 N
129-13 E	128-28 E	127-09 E

(Minus 9)

October 20th.

0440 Entered SURIGAO STRAITS and proceeded on various courses and various speeds into LEYTE GULF and proceeded to Transport Area. 0531 Went to General Quarters. 0719 Set Condition 1-A. 0816 Formed entry disposition into Transport Area. 0820 Recovered paravanes. 0830 Entered Transport Area #2, five miles east of SAN JOSE, LEYTE ISLAND and hoisted out landing craft. 0841 Anchored in Berth #61, Transport Area #2, LEYTE GULF, PHILIPPINE ISLANDS in 20 fathoms of water with 45 fathoms of chain out to the port anchor. 0859 Commenced unloading 13 medium tanks. 0943 Tanks unloaded and dispatched to Line of Departure. 1000 First assault waves hit beaches south of SAN JOSE as scheduled. 1045 Commenced cargo operations. 1140 One ALMAACK L.C.V.P. while proceeding to beach at SAN JOSE was hit by enemy artillery and damaged beyond repair. Boat was beached and vehicle and it's crew escaped injury and made it to the beach. One boat crewman; BOWLEY, Donald John, S2c, 555-99-17, U.S.N.R., received fragment wound in left shoulder. He returned to the ship immediately, was treated and returned to duty. 1245 Received two casualties aboard: ROSSI, Peter J., Pvt., 31405662, A.U.S.; shellshock; and MARTEBA, Esteban, PHILIPPINE civilian of DULAG, LEYTE ISLAND, PHILIPPINE ISLANDS; treated for shrapnel wounds in right forearm. 1535 Underway for Transport Area #3. 1600 Went to General Quarters. 1605 While maneuvering in Fire

U.S.S. ALMAACK

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

WAR DIARY

October 1944.

Cont'd.

(Minus 9)

October 20th.

Support Area about five miles north of Transport Area #3 the U.S.S. HONOLULU was attacked by an enemy torpedo plane, and received hit just below the water line in the port handling room. The plane was fired on by several ships, but was not seen to go down. 1615 Anchored in Berth #3 in Transport Area #3 about two miles east of SAN JOSE in LEYTE GULF, PHILIPPINE ISLANDS with 40 fathoms of chain out to the port anchor in 13 fathoms of water. 1637 Set Condition 1-A. 1830 Went to General Quarters. All ships laid smoke screen. Several planes were reported and there was intermittent anti-aircraft fire. 1924 Set Condition 1-A. Ceased making smoke. The barometer remained steady throughout the day. The prevailing N.N.E. winds were light, visibility was good, and the swell was negligible.

(Minus 9)

October 21st.

Anchored in Berth #3, Transport Area #3, LEYTE GULF, PHILIPPINE ISLANDS. Cargo operations in progress. All ships laid smoke screen the first twenty minutes of each hour from 0000 to 0600. 0525 Went to General Quarters. 0632 Set Condition 1-A. 0919 Went to General Quarters. 0932 Set Condition 1-A. 0950 The following named casualties were transferred to Beach Control Officer: ROSSI, Peter J., Pvt., 31405662, A.U.S.; and MARTEBA, Esteban, PHILIPPINE civilian of DULAG, LEYTE ISLAND, PHILIPPINE ISLANDS. 1700 Fueled A.P.D. #13 having discharged 10274 gallons of fuel oil and 1500 gallons of diesel fuel oil. 1901 Went to General Quarters. All ships laid smoke screen. 1929 Set Condition 1-A. Ceased making smoke. 2055 Fueled D.M.S. #18 having discharged 50240 gallons of fuel oil. With the aid of two L.C.T.'s and a ready supply of boats unloading was continuous except for the times smoke was being laid. Weather remained constant with N.N.E. breeze freshening in mid-afternoon.

(Minus 9)

October 22nd.

Anchored in Berth #3, Transport Area #3, LEYTE GULF, PHILIPPINE ISLANDS. Cargo operations in progress. 0557 Went to General Quarters. All ships laid smoke screen. 0630 Set Condition 1-A. Ceased making smoke. 1440 Fueled and stored L.C.I. #472 having discharged 4820 gallons of fuel oil. 1547 Completed cargo operations; draft forward 14' 0", draft aft 24' 0". Commenced taking landing craft aboard and preparing ship for sea. 1655 Pursuant to verbal orders of the Commanding Officer of the 96th Division, U.S.A., twelve officers and 270 enlisted men of the 96th Division

U.S.S. ALMAACK

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

WAR DIARY

October 1944.

Cont'd.

(Minus 9)

October 22nd.

completed debarking from this vessel. 1753 All landing craft aboard. Underway in accordance with verbal orders of C.T.U. 79.14.2 enroute from LEYTE ISLAND, PHILIPPINE ISLANDS to HOLLANDIA, DUTCH NEW GUINEA. Proceeded on various courses and various speeds to form cruising disposition. 1800 Set Condition III. 1839 Went to General Quarters on receipt of enemy plane contact reports. Anti-aircraft fire heavy several miles to south and west. 1905 Assumed position in cruising disposition in company with T.U. 79.14.2, O.T.C. and fleet guide in U.S.S. CAMBRIA, ALMAACK last ship in left hand column. 1913 Set Condition III. 2226 Passed through SURIGAO STRAITS and entered PHILIPPINE SEA.

(Minus 9)

October 23rd.

Proceeding enroute LEYTE ISLAND, PHILIPPINE ISLANDS to HOLLANDIA, DUTCH NEW GUINEA in company with T.U. 79.14.2, O.T.C. and fleet guide in U.S.S. CAMBRIA. 0530 Went to General Quarters. 0611 Set Condition III.

Position

0800	1200	2000
09-24 N 127-23 E	08-54 N 128-10 E	08-08 N 129-44 E

(Minus 9)

October 24th.

Proceeding as before. 0715 U.S.S. STARLIGHT broke down and dropped astern of convoy. 1333 U.S.S. CAMBRIA, U.S.S. CLYMER, and U.S.S. RIXEY detached from this task unit. O.T.C. and fleet guide shifted to U.S.S. FUNSTON. 1353 U.S.S. STARLIGHT regained position in formation.

Position

0800	1200	2000
06-56 N 132-05 E	06-35 N 132-41 E	05-20 N 133-45 E

(Minus 9)

October 25th.

Proceeding as before.

U.S.S. ALMAACK

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

WAR DIARY

October 1944.

Cont'd.

(Minus 9)

October 25th.

Position

0800	1200	2000
03-27 N	02-42 N	01-27 N
136-25 E	135-58 E	137-09 E

(Minus 9)

October 26th.

Proceeding as before. 0700 Crossed equator southbound. 1332 Executed emergency maneuvers on receipt of sound contact. 1335 Sighted KOEMAMBA ISLANDS, bearing 191° T, distance 45 miles.

Position

0800	1200	2000
00-07 S	00-45 S	01-28 S
138-32 E	138-55 E	139-48 E

(Minus 9)

October 27th.

Proceeding as before. 0605 Proceeded on various courses at various speeds to form entry disposition into HUMBOLDT BAY, DUTCH NEW GUINEA. 0710 Entered HUMBOLDT BAY, Captain at the conn, Executive Officer, and Navigator on the bridge. 0828 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 8 fathoms of water with 30 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent SOEADJA POINT, 346° T; JARREMOH PEAK, 307° T; and MER PEAK, 261° T. 0832 Secured from Condition III. 0847 Secured fires under #2 boiler. 1214 Underway on various courses at various speeds to shift anchorage, Captain at the conn, Executive Officer, and Navigator on the bridge. 1229 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 6 fathoms of water with 30 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent SOEADJA POINT, 349° T; JARREMOH PEAK, 315° T; and MER PEAK, 271° T. Prevailing N.E. ground swells almost continuous in anchorage.

(Minus 9)

October 28th.

Anchored as before.



U.S.S. ALMAACK

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

WAR DIARY

October 1944.

(Minus 9)

October 29th.

Anchored as before. 1237 Received 4704 gallons of diesel fuel oil from Y.O. #59.

(Minus 9)

October 30th.

Anchored as before.

(Minus 9)

October 31st.

Anchored as before. 0415 Made all preparations for getting underway. Set special sea detail. 0444 Underway on orders of C.T.G. 79.1 to fuel from S.S. BISHOPDALE. 0715 Anchored off IMBI POINT while awaiting fueling orders. 1225 Underway to go alongside S.S. JALOPA. 1332 Moored port side to S.S. JALOPA. 1400 Commenced fueling from S.S. JALOPA. Draft forward 13' 10", aft 23' 5". 1635 Completed fueling from S.S. JALOPA having received 4255 barrels. Draft forward 14' 4", aft 23' 11". 1659 Underway to anchorage. 1743 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 44 fathoms of water with 75 fathoms of chain out to the starboard anchor on the following anchorage bearings: Left tangent IMBI POINT, 296° T; JARREMOH PEAK, 265° T; and MER PEAK, 232° T. 1932 Underway to shift anchorage. 1958 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 60 fathoms of water with 90 fathoms of chain out to the starboard anchor on the following anchorage bearings: Left tangent IMBI POINT, 292° T; JARREMOH PEAK, 263° T; and MER PEAK, 233° T.

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Ensign, U.S.N.R.  
Navigator.

Approved:

*BO Hicks*  
C.O. HICKS

Lt-Comdr., U.S.N.R.  
Commanding.

Doc. No. 104 ✓  
R. L. N.

U. S. S. ALMAACK (AKA 10)

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

November 1944.

(Time Zone Minus 9)  
November 1st.

Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 60 fathoms of water with 90 fathoms of chain out to the port anchor.

(Minus 9)  
November 2nd.

Anchored as before. 0730 Made all preparations for getting underway. Stationed special sea detail. 0746 Underway in accordance with orders of C.T.U. 79.15.2 enroute from HOLLANDIA, DUTCH NEW GUINEA to MOROTAI ISLAND, MOLUCCA ISLANDS. Proceeded on various courses and speeds to form cruising disposition. Captain at the conn, Executive Officer, and Navigator on the bridge. 0750 Set Condition III. 0851 Formed cruising disposition in company with T.U. 79.15.2, O.T.C. and fleet guide in U.S.S. CLAY, ALMAACK third ship in left hand column. 1000 Went to General Quarters. Commenced emergency drills. 1037 Set Condition III. 1406 Commenced exercising at fleet maneuvers. 1535 Ceased exercising at fleet maneuvers.

Position

	1200	2000
	02-11 S	01-21 S
	140-15 E	138-45 E

(Minus 9)  
November 3rd.

Proceeding as before. 0900 Commenced anti-aircraft gunnery exercises. 1100 Ceased anti-aircraft gunnery exercises having expended 4 rounds 3"/50 Calibre star shells; 35 rounds 3"/50 Calibre ammunition; 10 rounds 5"/38 Calibre ammunition; and 1140 rounds 20MM ammunition. No casualties. 1135 Crossed equator northbound.

Position

0800	1200	2000
00-18 S	00-02 N	00-41 N
136-18 E	135-30 E	133-57 E

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

WAR DIARY

November 1944.

(Minus 9)  
November 4th.

Proceeding as before. 0902 Commenced anti-aircraft and anti-submarine firing exercises. 1045 Ceased anti-aircraft and anti-submarine firing exercises having expended 32 rounds 3"/50 Calibre ammunition; 19 rounds 5"/38 Calibre ammunition; and 1560 rounds 20MM ammunition. No casualties.

Position

0800	1200	2000
01-19 N 131-37 E	01-24 N 131-02 E	01-39 N 129-53 E

(Minus 9)  
November 5th.

Proceeding as before. 0328 Went to General Quarters. Anti-aircraft fire heavy on the horizon to the west over MOROTAI ISLAND. 0345 Set Condition III. 0645 Commenced forming entry disposition to enter southwest anchorage, MOROTAI ISLAND, MOLUCCA ISLANDS. 0802 Entered channel entrance of southwest anchorage and proceeded on various courses and speeds to assigned anchorage. 0820 Pilot, Lt. GUEVARD, came aboard. Proceeded to Army Dock #3, Captain at the conn, Pilot, Executive Officer, and Navigator on the bridge. 0830 Secured Condition III Gun Watches. 0924 Moored port side to Army Dock #3, southwest anchorage, MOROTAI ISLAND, MOLUCCA ISLANDS. 0950 Pilot left the ship. 1812 Set Condition III Gun Watches.

(Minus 9)  
November 6th.

Moored as before. 0133 Went to General Quarters. Enemy air attack. 0202 Set Condition III Gun Watches. 0221 Went to General Quarters. Enemy air attack. 0250 Commenced firing on enemy plane on port beam as it was making a bombing run on an airstrip on MOROTAI ISLAND. 0253 Ceased firing on enemy plane having expended 3 rounds 5"/38 Calibre AA common ammunition; and 4 rounds 3"/50 Calibre AA common ammunition. No casualties. 0306 Set Condition III Gun Watches. 0331 Went to General Quarters. Enemy air attack. 0337 Commenced firing on enemy plane on port quarter as it was making a bombing run on an airstrip on MOROTAI ISLAND. 0338 Ceased firing on enemy plane having expended 5

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

WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 6th.

rounds 5"/38 Calibre AA common ammunition. No casualties. Enemy plane was seen to burst into flame and crash. 0428 Set Condition III Gun Watches. 0710 Secured Condition III Gun Watches. 0852 Set Condition 1-A. 0926 Commenced cargo loading operations. Draft forward 15' 2", aft 22' 6". 1856 Went to General Quarters. Enemy air attack. 1901 Set Condition 1-A.

(Minus 9)

November 7th.

Moored as before. Cargo loading in progress. 0446 Went to General Quarters. Enemy air attack. 0523 Set Condition 1-A. 0539 Went to General Quarters. Enemy air attack. 0608 Set Condition 1-A. 0830 Completed cargo loading operations. Draft forward 17' 9", aft 23' 0". Pursuant to orders of Secret Mailgram of C.T.F. 79, completed receiving aboard 13 Officers, and 348 enlisted men of the 8th Fighter Group, U.S.A. 0943 Made all preparations for getting underway. Stationed special sea detail. 1002 Underway on orders of C.T.U. 79.15.2 and proceeded on various courses and speeds to assigned anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 1020 Anchored in Berth #4, southwest anchorage, MOROTAI ISLAND, MOLUCCA ISLANDS in 15 fathoms of water with 45 fathoms of chain out to the port anchor. 1025 Secured special sea detail.

(Minus 9)

November 8th.

Anchored as before. 0314 Went to General Quarters. Enemy air attack. 0533 Set Condition III Gun Watches. 0553 Went to General Quarters. Enemy air attack. 0601 Set Condition III Gun Watches. 0735 Secured Condition III Gun Watches. 0842 Commenced fueling U.S. destroyers. Draft forward 18' 2", aft 23' 2". 1555 Completed fueling destroyers having discharged 1273 barrels of fuel oil to D.D. #642; 1130 barrels of fuel oil to D.D. #629; 1093 barrels of fuel oil to D.D. #631; and 1625 barrels of fuel oil to D.D. #666. Draft forward, 17' 7", aft 22' 6". 1813 Set Condition III Gun Watches. 2101 Went to General Quarters. Enemy air attack. 2331 Set Condition III Gun Watches.

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

WAR DIARY

November 1944.

(Minus 9)  
November 9th.

Anchored as before. 0250 Went to General Quarters. Enemy air attack. 0345 Set Condition III Gun Watches. 0414 Went to General Quarters. Enemy air attack. 0530 Set Condition III Gun Watches. 0700 Secured Condition III Gun Watches. 0835 Commenced fueling U.S. destroyers. Draft forward 16' 6", aft 23' 6". 1224 Completed fueling destroyers having discharged 1240 barrels of fuel oil to D.D. #517; and 1391 barrels of fuel oil to D.D. #661. 1255 L.C.T. #942 tied up alongside starboard side. 1305 Commenced loading additional cargo from L.C.T. #942. 1440 Completed loading from L.C.T. #942. Draft forward 16' 4", aft 23' 2". 1447 Cast off L.C.T. #942.

(Minus 9)  
November 10th.

Anchored as before. 0320 Went to General Quarters. Enemy air attack. 0410 Set Condition III Gun Watches. 0630 Secured Condition III Gun Watches. 0930 Made all preparations for getting underway. Set special sea detail. 1004 Underway in accordance with secret dispatch of C.T.U. 79.15.2, enroute from MOROTAI ISLAND, MOLUCCA ISLANDS to LEYTE ISLAND, PHILIPPINE ISLANDS. Captain at the conn, Executive Officer, and Navigator on the bridge. Proceeded on various courses and speeds to conform to channel. 1035 Cleared channel entrance buoy and commenced forming cruising disposition. 1038 Went to General Quarters. Commenced exercising at emergency drills. 1120 Completed forming cruising disposition in company with Task Unit 79.15.2. O.T.C. and fleet guide in U.S.S. CLAY. ALMAACK third ship in left hand column. 1133 Set Condition III.

Position

2000

02-10 N

130-15 N

(Minus 9)  
November 11th.

Proceeding as before. 0900 Commenced anti-aircraft and anti-submarine firing exercises. 1000 Secured



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WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 11th.

from firing exercises having expended 660 rounds 20MM ammunition; 1 3"/50 Calibre star shell; 27 rounds 3"/50 Calibre ammunition; and 12 rounds 5"/38 Calibre ammunition.

Position

0800	1200	2000
02-29 N	03-15 N	05-00 N
132-57 E	133-00 E	132-58 E

(Minus 9)

November 12th.

Proceeding as before. 0730 Formed two column disposition for joining T.U. 79.15.6. ALMAACK fourth ship in left hand column. 0907 Completed forming cruising disposition 5C in company with T.U. 79.15.6. O.T.C. and fleet guide in U.S.S. CRESCENT CITY. ALMAACK fourth ship in left hand column. 1530 Exercised at emergency maneuver to avoid simulated air attack.

Position

0800	1200	2000
07-07 N	07-36 N	08-24 N
132-55 E	132-15 E	130-45 E

(Minus 9)

November 13th.

Proceeding as before. 0953 Went to General Quarters. Enemy aircraft reported in the vicinity. 1011 Commenced emergency maneuvers to avoid enemy air attack. 1102 Ceased emergency maneuvers. Set Condition III. 1540 Went to General Quarters. Enemy aircraft reported in the vicinity. Commenced emergency maneuvers on base course 298° T, to avoid enemy air attack. Enemy planes reported circling the disposition at varying distances of 15 to 40 miles. 1648 Made emergency turn to the right to 310° T. 1659 Made emergency turn to the right to 010° T. 1701 AA fire on starboard side of disposition. Made emergency turn to the left to 320° T. Sighted Jap torpedo bomber identified as "Jill" on low approach on starboard side of disposition over rear

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WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 13th.

ships. 1703 ALMAACK opened fire with 5"/38 Calibre gun when range of plane was approximately 2500 yards on our starboard beam. Plane directed its attack at U.S.S. CATSKILL, the fifth ship in the left hand column of disposition, and fired her torpedo when approximately 1000 yards on U.S.S. CATSKILL'S starboard beam. ALMAACK opened fire with 3"/50 Calibre guns and 20MM guns at approximately 2000 yards and 1000 yards respectively on our starboard quarter. 1704 Enemy plane shot down and crashed close astern of U.S.S. CATSKILL. There were no survivors. Torpedo passed close ahead of U.S.S. CATSKILL. Ceased firing on enemy plane having expended 480 rounds 20MM ammunition; 3 rounds 3"/50 Calibre ammunition; and 5 rounds 5"/38 Calibre ammunition. No casualties. ALMAACK made several hits on enemy plane with 20MM anti-aircraft fire. 1704 While firing on enemy plane, one shell from other ships in convoy hit a steel guy wire, and exploded causing minor injuries to SUCKLE, Thomas J., SM3c, 663-23-34, V-6, U.S.N.R.; multiple foreign bodies in right eye; MC COOL, William A., Slc, 849-17-03, V-6, U.S.N.R. SV; multiple shrapnel wounds; and HAFEMAN, Harvey L., BM2c(LC), 305-27-10, U.S.N.; multiple shrapnel wounds. 1803 Set Condition III. 1918 Formed approach disposition for entry into LEYTE GULF. ALMAACK fourth ship in left hand column of two columns astern of three columns. 2235 Went to General Quarters. Enemy aircraft reported in the vicinity. 2325 Set Condition III.

Position

0800

1200

09-22 N

09-43 N

128-28 E

127-43 E

(Minus 9)

November 14th.

Proceeding as before. 0036 Entered SURIAGO STRAITS. 0600 Went to General Quarters. 0636 Set Condition 1-A. 0652 Hoisted out all landing craft. 0713 Anchored in LEYTE GULF, PHILIPPINE ISLANDS in 11 fathoms of water with 45 fathoms of chain out to the



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

WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 14th.

port anchor on the following anchorage bearings: CALBASAG KNOLL, 310° T; CATMAN HILL, 330° T; and DULAG CHURCH, 284° T. 0721 L.C.T. #739 tied up alongside starboard side to receive cargo. 0730 Commenced cargo unloading operations. Draft forward 14' 6", aft 22' 0". 0830 Cast off L.C.T. #739. 0933 Underway to shift anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 1040 Anchored in 6 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: CATMAN HILL, 318° T; CALBASAG KNOLL, 258° T; and DULAG CHURCH, 231° T. 1048 L.C.T. #739 alongside starboard side to receive cargo. 1125 L.S.M. #22 alongside starboard side to receive cargo. 1248 Cast off L.C.T. #739. 1325 Cast off L.S.M. #22. 1515 L.C.T. #739 alongside starboard side to receive cargo. 1540 L.C.T. #772 alongside starboard side to receive cargo. 1644 Cast off L.C.T. #772. 1650 L.C.T. #781 alongside starboard side to receive cargo. 1739 Underway to shift anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 1740 Cast off L.C.T. #781. 1757 L.C.T. #861 alongside port side for stores. 1835 Anchored in LEYTE GULF, PHILIPPINE ISLANDS in 8 fathoms of water with 45 fathoms of chain out to the port anchor, on the following anchorage bearings: CATMAN HILL, 291° T; and TOLOSA MOUNTAIN, 350° T. 1845 L.C.T. #772 alongside starboard side to receive cargo. 1847 Cast off L.C.T. #772. 2205 L.C.T. #772 alongside port side to receive cargo. 2210 Enemy aircraft reported in the vicinity. Anti-aircraft fire off starboard bow. Commenced laying smoke screen from ship and with two smoke boats. 2225 All clear. Ceased making smoke. 2258 L.C.T. #781 alongside starboard side to receive cargo.

(Minus 9)

November 15th.

Cargo operations continuous. 0527 Enemy aircraft reported in the vicinity. Commenced making smoke. 0632 All clear. Ceased making smoke. 0730 Underway to shift anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 0759 Anchored in LEYTE GULF, PHILIPPINE ISLANDS in

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WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 15th.

8 fathoms of water with 45 fathoms of chain out to the port anchor, on the following anchorage bearings: CATMAN HILL, 316° T; CALBASAG KNOLL, 226° T; and DULAG CHURCH, 208° T. 0900 Completed cargo unloading operations and commenced hoisting landing craft aboard. Draft forward, 12' 0", aft 20' 9". 0915 Set Condition III. 0932 Cast off L.C.T. #781. 0942 Enemy aircraft reported in the vicinity. Laid smoke screen. 1030 All clear. Ceased making smoke. 1036 Cast off L.C.T. #772, having completed debarking 13 Officers, and 348 enlisted men of the 8th Fighter Group, U.S.A. 1300 All boats aboard and ship ready for sea. 1530 Made all preparations for getting underway. 1600 Underway in accordance with orders of C.T.U. 79.15.7, enroute LEYTE ISLAND, PHILIPPINE ISLANDS to HOLLANDIA, HUMBOLDT BAY, DUTCH NEW GUINEA. Proceeded on various courses and speeds to form cruising disposition. Captain at the conn, Executive Officer, and Navigator on the bridge. 1604 Went to General Quarters. Enemy aircraft reported in the vicinity. 1622 Set Condition III. 1705 Completed forming cruising disposition in company with T.U. 79.15.7. O.T.C. and fleet guide in U.S.S. TITANIA. ALMAACK second ship in right hand column. 2003 Passed through SURRIAGO STRAITS and entered PHILIPPINE SEA.

(Minus 9)

November 16th.

Proceeding as before.

Position

0800

1200

2000

08-45 N  
127-55 E

08-20 N  
128-45 E

07-38 N  
130-24 E

(Minus 9)

November 17th.

Proceeding as before. 0630 U.S.S. CAPRICORNUS detached from T.U. 79.15.7. 0830 Formed three ship cruising disposition. ALMAACK first ship in right hand column, bearing 90°, 500 yards from fleet center.

Position

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WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 17th.

0800	1200	2000
06-41 N	05-57 N	04-28 N
132-52 E	133-30 E	134-40 E

(Minus 9)

November 18th.

Proceeding as before. 2145 Crossed equator south-bound.

Position

0800	1200	2000
02-30 N	01-43 N	00-18 N
136-33 E	137-00 E	137-59 E

(Minus 9)

November 19th.

Proceeding as before. 0521 Sighted KOEMAMBA ISLAND, bearing 210° T, 30 miles. 1513 Formed single column disposition. ALMAACK third ship in column. 1625 Entered HUMBOLDT BAY, DUTCH NEW GUINEA, and proceeded independently to assigned anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 1640 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA, in 12 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: MER PEAK, 240° T; JARREMOH PEAK, 284° T; and Right tangent, SOEADJA POINT, 341° T.

Position

0800	1200
01-25 S	02-00 S
139-20 E	140-08 E

(Minus 9)

November 20th.

Anchored as before. 0959 Made all preparations for getting underway. Stationed special sea detail. 1010 Underway in accordance with orders of Port Director, HOLLANDIA, DUTCH NEW GUINEA to fuel. Proceeded on various courses and speeds to conform

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

WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 20th.

to harbor. Captain at the conn, Executive Officer, and Navigator on the bridge. 1125 Moored starboard side to the U.S.S. SUAMICO with 6 lines over, in HUMBOLDT BAY, DUTCH NEW GUINEA. 1141 Secured special sea detail. 1200 Commenced receiving fuel oil from U.S.S. SUAMICO. Draft forward 11' 3", aft 20' 8". 1518 Completed receiving fuel oil from U.S.S. SUAMICO, having received 11024 barrels of fuel oil, and 140 barrels of diesel oil. Draft forward 15' 5", aft 21' 8". 1538 Made all preparations for getting underway. Stationed special sea detail. 1553 Underway in accordance with orders of Port Director, HOLLANDIA, DUTCH NEW GUINEA to receive water from U.S.S. STAG. Proceeded on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer, and Navigator on the bridge. 1715 Moored starboard side to U.S.S. STAG with 6 lines over, in HUMBOLDT BAY, DUTCH NEW GUINEA. 1730 Commenced taking on fresh water from U.S.S. STAG. 2330 Completed taking on fresh water from U.S.S. STAG, having received 84189 gallons.

(Minus 9)

November 21st.

Moored as before. 0600 Made all preparations for getting underway. Stationed special sea detail. 0609 Underway in accordance with orders of Port Director, HOLLANDIA, DUTCH NEW GUINEA, and proceeded on various courses and speeds to anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 0636 Anchored in HUMBOLDT BAY, DUTCH NEW GUINEA in 15 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent, SOEADJA POINT, 340° T; JARREMOH PEAK, 273° T; and MER PEAK, 233° T.

(Minus 9)

November 22nd.

Anchored as before. 0815 The Captain held meritorious mast and awarded the following commendations: Commendation and Commendation ribbon awarded by CincPac for meritorious achievement in the invasion of enemy held SAIPAN ISLAND on June 15, 1944 to: Lt. (jg) Raymond D. WILLMOTT, U.S.N.R.; Lt. (jg) Salvatore R. PAVIS, U.S.N.R.; Lt. (jg) Louis J. REED, U.S.N.R.; MC GOWAN, John J., MoMM2c, U.S.N.R.; BROWN, Raymond O., MoMM3c, U.S.N.R.; ELLIOTT, John W., Slc,

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WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 22nd.

U.S.N.R.; STIMMLER, Harvey J., S2c, U.S.N.R.; and BARBERENA, Lucien P., S2c, U.S.N.R. The Navy and Marine Corps Medal and temporary citation was awarded in the name of the President of the United States, from the Commander Amphibious Forces, U.S. Pacific Fleet, for heroism in rescuing an enlisted man from drowning in July, 1944, during the assault and capture of an enemy held island, to Lt. (jg) Raymond D. WILLMOTT, U.S.N.R.

(Minus 9)

November 23rd,  
24th, & 25th.

Anchored as before. Ship's landing craft employed in provisioning this and other ships in HUMBOLDT BAY.

(Minus 9)

November 26th.

Anchored as before. 1600 Made all preparations for getting underway. Stationed special sea detail. 1625 Underway in accordance with orders of C.T.F. 79 enroute from HUMBOLDT BAY, DUTCH NEW GUINEA to FINSCHHAVEN, BRITISH NEW GUINEA. Proceeded on various courses and speeds to form cruising disposition. Captain at the conn, Executive Officer, and Navigator on the bridge. 1630 Set Condition III. 1715 Completed forming triangular cruising disposition in company with U.S.S. TITANIA, and H.M.A.S. WESTRALIA. O.T.C. and fleet guide in U.S.S. TITANIA.

Position

2000

02-30 S  
141-20 E

(Minus 9)

November 27th.

Proceeding as before. 1037 Passed VOKEO ISLAND abeam to starboard, 9 miles. 1920 Passed MANAM ISLAND abeam to starboard, 25 miles.

Position

0800

1200

2000

02-56 S  
143-30 E

03-08 S  
144-14 E

04-02 S  
145-22 E

//



**U. S. S. ALMAACK (AKA 10)**

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

WAR DIARY

November 1944.

(Minus 9)  
November 28th.

Proceeding as before. 0132 Passed KARKAR ISLAND abeam to port, 4.2 miles. 1200 Passed LONG ISLAND abeam to port, 15 miles. 1708 Passed ROOKE ISLAND abeam to port, 20 miles. 2000 Hove to off FINSCH HARBOR, NEW GUINEA. Maneuvering on various courses and speeds to maintain position about two miles southeast of harbor entrance. Captain at the conn.

Position

0800	1200	2000
05-14 S	05-37 S	06-31 S
146-12 E	146-58 E	147-54 E

(Minus 9)  
November 29th.

Maneuvering as before. 0810 Departed from FINSCH HARBOR, NEW GUINEA enroute to CAPE TOROKINA, BOUGAINVILLE ISLAND, SOLOMON ISLANDS in company with H.M.A.S. MANOORA, H.M.A.S. WESTRALIA, and H.M.A.S. KANIMBLA. O.T.C. and fleet guide in H.M.A.S. MANOORA. 1715 U.S.S. TITANIA joined disposition remaining about 8 miles astern of disposition.

Position

1200	2000
06-36 S	06-42 S
148-48 E	150-14 E

(Minus 9)  
November 30th.

Proceeding as before. 1108 U.S.S. TITANIA took position in disposition and assumed tactical command and fleet guide. 1535 Formed single column in preparation to entering EMPRESS AUGUSTA BAY. 1810 Anchored in EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS in 23 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: BEACON "E", 009° T; and BEACON "G", 058° T. 1815 Secured from Condition III.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

November 1944.

Cont'd

(Minus 9)

November 30th.

Position

0800

1200

06-36 S  
153-00 E

06-34 S  
153-55 E

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Ensign, U.S.N.R.  
Navigator.

Approved:

*C.O. Hicks*  
C.O. HICKS  
Lieut-Comdr., U.S.N.R.  
Commanding.



U. S. S. ALMAACK (AKA 10)

1096

WAR DIARY

December 1944.

(Time Zone Minus 9  
and Minus 11)

December 1st.

Anchored in EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS in 23 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: BEACON "E", 009° T; BEACON "G", 058° T. 0330 Made all preparations for getting underway. Stationed anchor detail. 0401 Underway on orders from port director, CAPE TOROKINA to shift berth. Captain at the conn, Executive Officer, and Navigator on the bridge. 0444 Anchored in Berth #29, EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS, in 30 fathoms of water with 65 fathoms of chain out to the port anchor. 0446 Secured anchor detail. 1800 Advanced ship's clocks two (2) hours to Zone Minus 11 Time. 2109 Set Condition 1-A. Commenced cargo loading operations. Draft forward 15' 3", aft 22' 8".

(Minus 11)  
December 2nd.

Anchored as before. Cargo operations in progress. Ship's landing craft also employed in provisioning ship.

(Minus 11)  
December 3rd.

Anchored as before. Cargo operations in progress. Received one L.C.T. alongside during day to discharge cargo.

(Minus 11)  
December 4th.

Anchored as before. Cargo operations in progress. Received ten L.C.T.'s alongside to discharge cargo. 1710 Completed cargo loading operations. Draft forward 18' 5", aft 24' 3". 1812 Secured from Condition 1-A.

(Minus 11)  
December 5th, 6th,  
7th, 8th, 9th,  
10th, & 11th.

Anchored as before. Held several emergency drills and landing craft and crews exercised frequently on amphibious maneuvers.

(Minus 11)  
December 12th.

Anchored as before. 1150 Pursuant to orders of the Commanding General of the 37th Division, USA, ten (10) Officers, and 276 Enlisted men of the 37th Division reported aboard this date.

102861

U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

(Minus 11)  
December 13th.

Anchored as before. 1402 Exercised at emergency drills.

(Minus 11)  
December 14th & 15th. Anchored as before.

(Minus 11)  
December 16th.

Anchored as before. 0800 Made all preparations for getting underway. Stationed special sea detail. 0837 Underway in accordance with ComPhib-Group Seven Order No. A702-44, enroute from EMPRESS AUGUSTA BAY, BOUGAINVILLE ISLAND, SOLOMON ISLANDS to LAE, NEW GUINEA. Captain at the conn, Executive Officer, and Navigator on the bridge. Proceeded on various courses and speeds to form cruising disposition. 0840 Set Condition III. 1045 Formed cruising disposition 1-R in company with T.G. 79.1. O.T.C. and fleet guide in U.S.S. BOLIVAR. ALMAACK second ship in second column. 1130 Streamed paravanes. 1238 Recovered paravanes. 1329 Formed cruising disposition 5-R. ALMAACK second ship in right hand column. 1330 Commenced anti-aircraft firing exercises. 1607 Completed anti-aircraft firing exercises having expended 32 rounds 5"/38 Calibre ammunition; 65 rounds 3"/50 Calibre ammunition; and 1600 rounds of 20MM ammunition. No casualties. 1640 Formed cruising disposition 1-R.

Position

1200	2000
06-32 S	06-35 S
154-51 E	153-22 E

(Minus 11)  
December 17th.

Proceeding as before. 0905 Commenced exercising at fleet maneuvers. 1028 Ceased exercising at fleet maneuvers. 1620 Went to General Quarters. Executed emergency maneuvers to avoid simulated air attack. 1724 Ceased emergency maneuvers. Set Condition III. 1803 Formed cruising disposition 3-R. ALMAACK fifth ship in right hand column. 1847 Streamed paravanes. 2125 Towing cable on starboard paravane parted from paravane. 2233 Dropped out of formation to retrieve paravanes. 2

## U. S. S. ALMAACK (AKA 10)

## WAR DIARY

December 1944.

Cont'd

(Minus 11)

December 17th.

2240 Recovered paravanes. 2247 Regained station in formation.

## Position

0800

1200

2000

06-48 S

06-42 S

06-44 S

150-50 E

150-09 E

148-49 E

(Minus 11)

December 18th.

Proceeding as before. 0630 Went to General Quarters. 0637 Set Condition 1-A. 0708 Disposition deployed to form entry disposition into transport area. 0734 Hove to in Transport Area "C", HUON GULF, NEW GUINEA. Captain at the conn. Maneuvering on various courses and speeds to maintain position in transport area. Away all landing craft. 0755 All landing craft away and dispatched to participate in amphibious landing exercises. 0830 Set Condition III. 1120 Underway on various courses and speeds to Transport Area "M". Captain at the conn. 1246 Anchored in Transport Area "M", HUON HULF, LAE, NEW GUINEA, with 95 fathoms of chain out to the port anchor in 45 fathoms of water on the following anchorage bearings: LUNAMAN HILL, 013° T; SUGAR LOAF HILL, 295° T; and SCHNEIDER POINT, 182° T. 1910 Conducted smoke screen exercises. Commenced making smoke. 1935 Ceased making smoke.

(Minus 11)

December 19th.

Anchored as before. 0608 Conducted smoke screen exercises. Commenced making smoke. 0630 Ceased making smoke. 1015 Went to General Quarters. Simulated air attack. 1055 Set Condition III. 1345 Went to General Quarters. Simulated air attack. 1351 Set Condition III. 1548 Made all preparations for getting underway. Stationed anchor detail. 1619 Underway in accordance with orders of C.T.G. 79.1, enroute from LAE, NEW GUINEA to MANUS ISLAND, ADMIRALTY ISLANDS, Captain at the conn, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to form cruising disposition. 1743 Completed forming cruising disposition 1-R in company with T.G. 79.1. O.T.C. and fleet guide in U.S.S. BOLIVAR. ALMAACK second ship

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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

Cont'd

(Minus 11)

December 19th.

in second column.

Position

2000

06-53 S

147-26 E

(Minus 11)

December 20th.

Proceeding as before. 0530 Passed UMBOI ISLAND, abeam to starboard, 15 miles. 0730 Passed LONG ISLAND, abeam to port, 14 miles. 0739 Passed TOLOKIWA ISLAND, abeam to starboard, 4 miles. 0906 Commenced exercising at fleet maneuvers. 1039 Ceased exercising at fleet maneuvers. 1404 Went to General Quarters. 1426 Formed cruising disposition 5-R for gunnery exercises. 1426 Commenced anti-aircraft firing exercises. 1654 Ceased anti-aircraft firing exercises having expended: 36 rounds 5"/38 Calibre ammunition; 78 rounds 3"/50 Calibre ammunition; and 1900 rounds of 20MM ammunition. No casualties. Set Condition III. 1725 Formed cruising disposition 1-R. 1750 Formed cruising disposition 3-R, ALMAACK fifth ship in right hand column.

Position

0800

1200

2000

05-21 S

04-43 S

03-29 S

147-28 E

147-25 E

147-22 E

(Minus 11)

December 21st.

Proceeding as before. 0255 Passed BALNAN ISLAND, abeam to starboard, 5 miles. 0418 Passed LOU ISLAND, abeam to starboard, 3 miles. 0821 Formed cruising disposition 1-R. 0900 Streamed paravanes. 0940 Exercised at emergency drills. 1055 Recovered paravanes. 1414 Stationed special sea detail. Secured all gun watches. 1423 Formed single column and proceeded on various courses and speeds to enter SEEADLER HARBOR, Captain at the conn, Executive Officer, and Navigator on the bridge. 1435 Passed

U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

Cont'd

(Minus 11)

December 21st.

entrance nets and entered SEEADLER HARBOR. 1530 Moored starboard side to U.S.S. NESHANTIC with six lines over, in Berth #2, SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS. 1535 Secured special sea detail. 1605 Commenced receiving fuel oil from U.S.S. NESHANTIC. Draft forward 19' 8", aft 23' 5". 1710 Completed fueling from U.S.S. NESHANTIC having received 2218 barrels of fuel oil and 150 barrels of diesel oil. Draft forward 20' 0", aft 24' 0". 1711 Underway on various courses and speeds to assigned anchorage. Captain at the conn, Executive Officer, and Navigator on the bridge. 1732 Went to General Quarters. Unidentified planes reported in vicinity. 1737 Planes identified as friendly. Secured from General Quarters. 1806 Anchored in Berth #117, SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS in 12 fathoms of water with 45 fathoms of chain out to the starboard anchor. 1809 Secured special sea detail.

(Minus 11 & Minus 10)

December 22nd.

Anchored as before. Ship's landing craft employed in provisioning this and other ships in harbor. Ship engaged in preparing for coming operation. 1800 Retarded ship's clocks one hour to Zone Minus ten Time.

(Minus 10)

December 23rd.

Anchored as before.

(Minus 10)

December 24th.

Anchored as before. 1545 Pursuant to orders of the Commanding General of the 37th Division, U.S.A., one officer and 64 enlisted men of the 37th Division reported aboard this date.

(Minus 10)

December 25th.

Anchored as before. 1445 The Captain held meritorious mast this date and awarded citations as follows: Purple Heart Medal and citations to STIMMLER, Harvey J., S2c, 555-55-48, U.S.N.R.; MC GOWAN, John J., MoMM2c, 607-44-67, U.S.N.R.; BOWLEY, Donald J., S2c, 555-99-17, U.S.N.R.; HAFEMAN, Harvey L., BM2c, 305-22-10, U.S.N.R.; MC COOL, William A., S1c, 849-17-03, U.S.N.R.; and SUCKLE, Thomas J., SM3c, 663-23-34, U.S.N.R.



U. S. S. ALMAACK (AKA 10)

WAR DIARY

December 1944.

(Minus 10)  
December 26th.

Anchored as before.

(Minus 10)  
December 27th.

Anchored as before. 1200 Received from Naval Ammunition Dump, MANUS ISLAND, ADMIRALTY ISLANDS 140 rounds 3"/50 Calibre ammunition, S.P.D.N. 3414; 75 rounds 5"/38 Calibre AA Non-flashless powder charges, S.P.D.N. 6151; and 75 rounds 5"/38 Calibre AA ammunition, N.F. 18, B.F. Aux. Det. 46 Tracer Mk. 9 Red.

(Minus 10)  
December 28th, 29th  
& 30th.

Anchored as before.

(Minus 10 & Minus 9)  
December 31st.

Anchored as before. 0630 Made all preparations for getting underway. Stationed special sea detail. 0658 Underway in accordance with Attack Order A-701-44 of C.T.G. 79.1, enroute from SEEADLER HARBOR, MANUS ISLAND, ADMIRALTY ISLANDS to LEYTE GULF, PHILIPPINE ISLANDS. Captain at the conn, Executive Officer, and Navigator on the bridge. Standing out of harbor on various courses and speeds to conform to channel. 0748 Cleared harbor entrance nets. 0759 Went to General Quarters. 0808 Set Condition III. 0817 Commenced forming cruising disposition 1-T. 0955 Completed forming cruising disposition 1-T, in company with T.G. 79.1. O.T.C. and fleet guide in U.S.S. MOUNT MC KINLEY. ALMAACK second ship in second column. 1600 Retarded ship's clocks one hour to Zone Minus 9 Time.

Position

1200	2000
01-31 S	00-37 S
146-54 E	145-54 E

Approved: *C.O. Hicks*  
C.O. HICKS  
Lieut-Comdr., U.S.N.R.  
Commanding

Submitted: *James P. Shields*  
JAMES P. SHIELDS  
Ensign, U.S.N.R.  
Navigator

U.S.S. ALMAACK

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

Res. No.	152
	1202

WAR DIARY

March 1945.

(Time Zone Minus 10)  
March 1st.

Proceeding in company with elements of Transport Divisions 31 and 33 on night retirement from Iwo Jima, Volcano Islands. O.T.C. and fleet guide in U.S.S. LEEDSTOWN. ALMAACK fourth ship in left hand column. 0712 Proceeding independently to ammunition area 2 miles south of Iwo Jima, Captain at the conn. 0725 Set Condition 1-A. Manuevering on various courses and speeds to maintain position in ammunition area. Strong southerly set necessitated constant manuevering. 0839 Commenced loading empty shell and powder cases. 1655 Ceased cargo operations. Set Condition III. 1659 Underway on various courses and speeds in accordance with orders of C.T.G. 51.1 to form cruising disposition for night retirement east of Iwo Jima. 1914 Completed forming cruising disposition in company with elements of Transport Divisions 31, 32 and 33. O.T.C. and fleet guide in U.S.S. PRESIDENT JACKSON. ALMAACK third ship in center column.

(Minus 10)  
March 2.

Proceeding as before. 0735 Proceeding on various courses and speeds to anchor in inner transport area. Captain at the conn, Executive Officer and Navigator on the bridge. 0757 Stationed anchor detail. 0816 Anchored in Eastern Anchorage, Iwo Jima, Volcano Islands, in 67 fathoms of water with 105 fathoms of chain out to the starboard anchor on the following anchorage bearings: Right tangent Cape Tachiwa, 000° T; Mount Suribachi, 267° T. 0819 Set Condition 1-A. Put all landing craft in the water. 0925 Set Condition III. 2123 Went to General Quarters, Enemy planes reported in the vicinity. Commenced making smoke. 2141 Set Condition III. Ceased making smoke.

(Minus 10)  
March 3.

Anchored as before. 1120 Commenced cargo unloading operations. 1722 Received aboard 11 casualties of the 4th Marine Division. 1912 LSM #238 alongside to starboard to receive cargo. 1930 Completed unloading of all priority cargo. Cast off LSM #238.

114280



U.S.S. ALMAACK

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

WAR DIARY

March 1945.

(Minus 10)  
March 4.

Anchored as before. 1721 Stationed anchor detail. 1734 Underway in accordance with orders of C.T.G. 51.1 to form cruising disposition for night retirement south-east of Iwo Jima. 1850 Completed forming cruising disposition in company with elements of Transport Divisions 31, 32 and 33. O.T.C. and fleet guide in U.S.S. CALLOWAY, ALMAACK third ship in right hand column.

(Minus 10)  
March 5.

Proceeding as before. 0706 Proceeding independently on various courses and speeds to Eastern Anchorage, Iwo Jima. Captain at the conn, Executive Officer and Navigator on the bridge. 0707 Set Condition 1-A. 0740 Anchored in Eastern Anchorage, Iwo Jima, Volcano Islands, in 60 fathoms of water with 105 fathoms of chain out to the port anchor on the following anchorage bearings: Mount Suribachi,  $263^{\circ}$  T; Right tangent Cape Tachiiwa,  $006^{\circ}$  T. 0800 Commenced cargo unloading operations. 0850 Set Condition III. 1110 Set Condition 1-A. 1430 Fueled ATR #52, having discharged 1060 barrels of fuel oil. 1730 Completed cargo unloading operations. Set Condition III. 2030 Completed debarking 10 officers and 205 enlisted men of the Third Division, U.S. Marine Corps.

(Minus 10)  
March 6.

Anchored as before. 0700 Stationed anchor detail. 0713 Underway in accordance with orders of C.T.G. 51.1 enroute to ammunition area. Captain at the conn, Executive Officer and Navigator on the bridge. 0745 Maneuvering on various courses and speeds to maintain position in ammunition area 2 miles south of Iwo Jima. 1008 Set Condition 1-A. Commenced loading empty shell and powder cases. 1307 Pursuant to orders of C.T.G. 51.1 transferred six U.S. Marine Corps ambulatory casualties to U.S.S. DOYEN. 1713 Completed all cargo operations. Draft forward 15' 0", aft 24' 0". Set Condition III. 1749 Underway in accordance with orders of C.T.G. 51.1 enroute from Iwo Jima, Volcano Islands, to Saipan, Marianas Islands. Proceeding on various courses and speeds to form cruising disposition.

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

U.S.S. ALMAACK

WAR DIARY

March 1945.

Cont'd.

(Minus 10)

March 6.

1902 Completed forming cruising disposition 3ALL3 in company with T.U. 51.29.10. O.T.C. and fleet guide in U.S.S. FREMONT, ALMAACK fourth ship in center column.

(Minus 10)

March 7.

Proceeding as before. 1000 Commenced exercising at fleet maneuvers. 1100 Ceased exercising at fleet maneuvers.

Position

0800	1200	2000
21-53 N 141-57 E	21-04 N 142-08 E	19-27 N 142-38 E

(Minus 10)

March 8.

Proceeding as before. 0735 B-29 Superfortress made crash landing 1500 yards on our port quarter. One escort ship dispatched to pick up survivors. 0745 U.S.S. FREMONT left formation to investigate plane crash and designated U.S.S. PRESIDENT JACKSON as O.T.C. and fleet guide. 1120 U.S.S. FREMONT rejoined formation and assumed O.T.C. and fleet guide.

Position

0800	1200	2000
17-25 N 143-26 E	17-02 N 143-34 E	15-55 N 143-56 E

(Minus 10)

March 9.

Proceeding as before. 0625 Sighted Saipan, Marianas Islands, distance 24 miles, bearing 090° T. 0846 Proceeding independently to anchorage in Saipan Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 0848 Stationed anchor detail. 0945 Passed through harbor entrance nets and proceeded on various courses and speeds to assigned anchorage. 1015 Anchored in Berth L-54, Saipan Harbor, Marianas Islands, in 17 fathoms of water with 60 fathoms of chain out to the port anchor. 1109 Secured anchor detail. 1126 Secured from Condition III, set in port watches. 1525 Pursuant

U.S.S. ALMAACK

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

WAR DIARY

March 1945.

Cont'd.

(Minus 10)

March 9.

to orders of Port Surgeon, Saipan, six U.S. Marine Corps casualties were transferred this date to Base Hospital, Saipan.

(Minus 10)

March 10.

Anchored as before. 1600 Made all preparations for getting underway. Stationed special sea detail. 1619 Underway in accordance with orders of C.T.U. 51.29.10 from Saipan, Marianas Islands, to Guam, Marianas Islands. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to leave harbor. 1644 Let go starboard anchor with 30 fathoms of chain out in 13 fathoms of water to await formation of sortie disposition. 1655 Anchors aweigh; proceeding as before. 1728 Passed through harbor entrance nets and proceeded on various courses and speeds to form cruising disposition. 1735 Set Condition III. 1910 Completed forming cruising disposition 3ALL3 in company with T.U. 51.29.10. O.T.C. and fleet guide in U.S.S. FREMONT, ALMAACK fourth ship in center column. 1925 Passed Tinian Island, Marianas Islands, abeam to port, 10 miles.

(Minus 10)

March 11.

Proceeding as before. 0030 Passed Rota Island, Marianas Islands, abeam to port, 28 miles. 0635 Hove to off Apra Harbor entrance to await orders to enter port. Maneuvering on various courses and speeds to maintain position. Captain at the conn. 1050 Unloaded Marine Corps organizational equipment into landing craft and dispatched them to Apra Harbor. 1653 Set Condition 1-A. Made preparations for cargo operations. 1715 Pilot, Lt. WATKINS, came aboard and took the conn. 1717 Proceeding on various courses and speeds to enter Apra Harbor. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1742 Passed harbor entrance nets, entered Apra Harbor, and proceeded to assigned anchorage. 1823 Moored in Berth #703, Apra Harbor, Guam, Marianas Islands, with one wire and two manila lines to buoy forward. Pilot left the ship. 1823 Commenced cargo unloading operations. Draft forward 14' 5", aft 24' 0". 1833 Secured anchor detail.

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

U.S.S. ALMAACK

WAR DIARY

March 1945.

(Minus 10)  
March 12.

Moored as before. Cargo unloading operations in progress. 0114 Completed cargo unloading operations. Draft forward 14' 6", aft 23' 9". 0742 Made all preparations for getting underway. Stationed special sea detail. 0745 Pilot, Lt. E.M. ASHLEY, came aboard. 0835 Underway in accordance with orders of ComTransRon 11, enroute from Guam, Marianas Islands, to Tulagi Island, Solomon Islands. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to harbor. 0853 Passed through harbor entrance nets and entered Pacific Ocean. Pilot left the ship and the Captain took the conn. Commenced forming cruising disposition. 0900 Set Condition III. 1005 Completed forming cruising disposition 3ALL3 in company with TransRon 11. O.T.C. and fleet guide in U.S.S. FREMONT, ALMAACK fourth ship in center column.

Position

0800	1200	2000
	13-00 N	11-38 N
	144-14 E	143-32 E

(Minus 10)  
March 13.

Proceeding as before.

Position

0800	1200	2000
09-01 N	08-06 N	06-23 N
143-29 E	143-30 E	143-31 E

(Minus 10)  
March 14.

Proceeding as before.

Position

0800	1200	2000
04-02 N	03-59 N	02-44 N
143-59 E	144-36 E	146-02 E

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

U.S.S. ALMAACK

WAR DIARY

March 1945.

(Minus 10)  
March 15.

Proceeding as before. 1530 Crossed equator, southbound, at longitude 149° 16' E.

Position

0800	1200	2000
00-52 N 148-15 E	00-29 N 148-38 E	00-30 S 150-03 E

(Minus 10  
& Minus 11)  
March 16.

Proceeding as before. 0100 Advanced ship's clocks one hour to Zone Minus 11 Time. 1315 Passed Mahue Island, Bismark Archipelago, abeam to starboard, 29 miles. 1720 Passed Tanga Island, Bismark Archipelago, abeam to starboard, 28 miles.

Position

0800	1200	2000
01-56 S 152-10 E	02-17 S 152-46 E	03-29 S 154-03 E

(Minus 11)  
March 17.

Proceeding as before.

Position

0800	1200	2000
04-31 S 156-24 E	05-11 S 157-12 E	06-17 S 158-39 E

(Minus 11)  
March 18.

Proceeding as before. 0640 Passed Nadai Island, Solomon Islands, abeam to port, distance 5½ miles. 0816 Passed Cape Astrolabe, Malaita Island, Solomon Islands, abeam to



U.S.S. ALMAACK

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

WAR DIARY

March 1945.

Cont'd.

(Minus 11)

March 18.

port, distance 5 miles. 0930 Passed Ramos Island, Solomon Islands, abeam to starboard, distance 15 miles. 1158 Passed Buena Vista Island, Solomon Islands, abeam to port, distance 11½ miles. 1254 Entered Iron Bottom Sound. 1345 Proceeding on various courses and speeds to await orders to enter Tulagi Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1558 Posted anchor detail. Proceeding independently to harbor entrance. 1631 Passed through Tulagi Harbor entrance nets and proceeded to assigned anchorage. 1643 Anchored in Berth #6, Tulagi Harbor, Tulagi Island, Solomon Islands, in 26 fathoms of water with 65 fathoms of chain out to the starboard anchor. 1653 Secured from Condition III, secured anchor detail and set in port watches. Commenced immediately to replenish ship's supply of provisions, ammunition, smoke equipment and landing craft. 2300 Received aboard the following rounds of ammunition from the Tulagi Ammunition Depot: 100 rounds 5"/38 caliber AA common projectiles; 100 rounds 5"/38 caliber AA special projectiles; 100 rounds 5"/38 caliber powder cartridges; and 39 boxes of 50 caliber ammunition. Turned in 100 rounds 5"/38 caliber AA special projectiles to Tulagi Ammunition Depot.

Position

0800

08-16 S

160-28 E

(Minus 11)

March 19.

Anchored as before. 0540 Made all preparations for getting underway. Stationed special sea detail. 0608 Underway in accordance with orders of ComTransRon 11, enroute from Tulagi Island, Solomon Islands, to Guadalcanal, Solomon Islands. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0622 Passed through harbor entrance nets and proceeded independently to Lunga Point at highest possible speed to

## WAR DIARY

March 1945.

Cont'd.(Minus 11)  
March 19.

conduct speed run. 0628 Set Condition III. 0715 Set Condition 1-A. Made preparations for cargo operations. 0739 Anchored in Berth #20, Lunga Point Anchorage, Guadalcanal, Solomon Islands, in 20 fathoms of water with 60 fathoms of chain out to the starboard anchor. 0828 Set Condition III. 0957 Set Condition 1-A. Commenced loading medical and boat supplies for TransRon 11. Draft forward 13' 0", aft 22' 0".

(Minus 11)  
March 20.

Anchored as before. Cargo loading operations in progress. 0010 Completed cargo loading operations and commenced taking landing craft aboard. Secured from Condition 1-A, set in port watch. Draft forward 14' 0", aft 23' 0". 0625 Set Condition III. Made all preparations for getting underway. 0630 Posted anchor detail. 0645 Underway in accordance with orders from ComTransRon 11, enroute from Lunga Point Anchorage, Guadalcanal, Solomon Islands, to rendezvous with TransRon 11 off Tulagi Island, Solomon Islands, thence to Noumea, New Caledonia. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0701 Secured anchor detail. 0750 Reached point 6 miles south of Tulagi Island and commenced forming two column cruising disposition with TransRon 11. 0840 Completed forming two column cruising disposition in company with TransRon 11. O.T.C. and fleet guide in U.S.S. FREMONT, ALMAACK fourth ship in left hand column. 0920 Entered Lengo Channel. 1048 Commenced forming cruising disposition 3AL-13. 1109 Completed forming cruising disposition 3AL-13, ALMAACK fourth ship in center column. 1136 Entered Indispensable Strait. 1230 Passed Mura Island, Solomon Islands, abeam to port, distance 3 miles. 1330 Passed Malapa Island, Solomon Islands, abeam to starboard, distance 5 miles. 1600 Passed Achard Point, San Cristobal Island, Solomon Islands, abeam to port, distance 9 miles, and entered Pacific Ocean.

## Position

0800	1200	2000
	09-27 S	11-18 S
	160-41 E	161-13 E

8



U.S.S. ALMAACK

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

WAR DIARY

March 1945.

(Minus 11)  
March 21.

Proceeding as before.

Position

0800	1200	2000
14-02 S 161-43 E	15-00 S 161-48 E	16-56 S 161-57 E

(Minus 11)  
March 22.

Proceeding as before. 1340 Executed emergency maneuvers upon receipt of sound contact. 1411 Sound contact proved false. Resumed base course.

Position

0800	1200	2000
19-37 S 162-23 E	20-19 S 162-48 E	21.23 S 164-16 E

(Minus 11)  
March 23.

Proceeding as before. 0730 Sighted Amedee Light, bearing 050° T., distance 8 miles. 0749 Commenced forming entry disposition to enter Northern Passage, Bulari Pass, New Caledonia. U.S.S. FREMONT guide, ALMAACK fifth ship in column. Captain at the conn, Executive Officer and Navigator on the bridge. 0810 Posted anchor detail. 0818 Entered Northern Passage, Bulari Pass, and proceeded on various courses and speeds to conform to channel enroute to Dumbea Bay. 0953 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 45 fathoms of chain out to the port anchor. 0956 Secured anchor detail and Condition III watch. Set in port watch. 1230 Commenced unloading cargo, boat spare parts and medical supplies for other ships in TransRon 11. Draft forward 14' 0", aft 23' 6". 1720 Completed unloading cargo. Draft forward 13' 6", aft 23' 2".

U.S.S. ALMAACK

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

WAR DIARY

March 1945.

(Minus 11)  
March 24.

Anchored as before. Ship engaged in maintenance and logistics in preparation for future operations. 1555 U.S.S. KANGAROO tied up alongside port side. Made preparations to receive fuel. Draft forward 13' 6", aft 23' 0". 2050 Completed taking on fuel, having received 7332.2 barrels of fuel oil. Draft forward 15' 5", aft 24' 8". U.S.S. KANGAROO remained alongside.

(Minus 11)  
March 25.

Anchored as before. 0705 U.S.S. KANGAROO cast off. 0730 Oil Barge #3 tied up port side aft. Made preparations to take on Diesel oil. Draft forward 15' 6", aft 23' 6". 0830 Completed taking on Diesel oil, having received 272 barrels of Diesel oil. Draft forward 15' 6", aft 23' 8". 0834 Oil Barge #3 cast off.

(Minus 11)  
March 26.

Anchored as before. 0815 Made all preparations for unloading empty shell and powder cases. Received pontoon barges alongside starboard side. 0845 Commenced unloading operations. Draft forward 15' 6", aft 23' 8".

(Minus 11)  
March 27.

Anchored as before. Unloading operations continuous. 1045 Completed unloading empty shell and powder cases. Draft forward 15' 0", aft 23' 0".

(Minus 11)  
March 28 to 31 inc. Anchored as before.

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Ensign, U.S.N.R.  
Navigator.

Approved:

*C.O. Hicks*  
C.O. HICKS  
Comdr., U.S.N.R.  
Commanding.

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U. S. S. ALMAACK (AKA 10)

Reg. No.	1272
R. S. No.	

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

WAR DIARY

April 1945.

(Time Zone Minus 11)

1 April through  
9 April

Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the port anchor. Ship engaged in maintenance and logistics in preparation for future operations. Exercised at various emergency drills frequently.

(Minus 11)

10 April

Anchored as before. 0640 Made all preparations for getting underway. Stationed special sea detail. 0650 Pilot, Mr. Vincent GAP, came aboard. 0655 Underway in accordance with orders of Port Director, Noumea, to Dock #9, Nickel Works, Noumea. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0800 Moored port side to Dock #9, Nickel Works, Noumea, New Caledonia, with six lines over to dock. 0805 Pilot left the ship. 0815 Secured special sea detail. Commenced preparations for cargo operations. 0915 Commenced receiving fresh water from the dock. 1245 Transferred 60 rounds of 5"/38 caliber AA common projectiles and 60 rounds of 5"/38 caliber powder cases to the U.S.S. ALHENA (AKA9). 1730 Commenced cargo loading operations. Draft forward 15' 1", aft 23' 3".

(Minus 11)

11 April  
and  
12 April

Moored as before. Cargo loading operations continuous.

(Minus 11)

13 April

Moored as before. Cargo loading operations continuous. 1115 Completed cargo loading operations. Draft forward 19' 4", aft 26' 6". 1145 Pursuant to orders of the Commanding General of the 81st Division, USA, one officer and 28 enlisted men of the 81st Division reported aboard as cargo security detail. 1320 Made all preparations for getting underway. Secured from taking fresh water from dock. Stationed special sea detail. 1332 Underway in accordance with orders of Port Director, Noumea, New Cal-

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
April 1945.

Cont'd.

(Minus 11)

13 April

edonia, to assigned anchorage. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 1420 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the starboard anchor. 1422 Secured special sea detail.

(Minus 11)

14 April  
through  
16 April

Anchored as before.

(Minus 11)

17 April

Anchored as before. 0645 Made all preparations for getting underway. Stationed special sea detail. 0707 Underway in accordance with Training Order #Al-45 of CTD 31, enroute from Noumea, New Caledonia, to Isie Passage, New Caledonia, to conduct amphibious training exercises. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0843 Passed through Northern Passage, Bulari Pass, and entered Pacific Ocean. Commenced forming cruising disposition 3AL1. 0847 Went to General Quarters. Exercised at emergency drills. 0908 Secured from all drills. Set Condition III. 0930 Completed forming cruising disposition 3AL-1 in company with T.D. 31. O.T.C. and fleet guide in U.S.S. FREMONT. ALMAACK last ship in single column. 1020 Commenced scheduled AA firing exercises. 1103 Ceased AA firing exercises, having expended 540 rounds of 20MM ammunition. No casualties. Heavy weather limited exercises considerably. 1119 Commenced forming cruising disposition 3AL-2. 1140 Completed forming cruising disposition 3AL-2. ALMAACK fourth ship in left hand column. 1518 Set Condition I-A. Made preparations for lowering landing craft. 1600 Manoeuvring to maintain position in formation while hove to 5 miles off Isie Passage. Heavy weather necessitated cancellation of scheduled landing craft exercises. Set Condition III. 1644 Commenced forming cruising disposition 3AL-2. 1716 Completed forming cruising disposition 3AL-2 and proceeded on night retirement west of Isie Passage.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

April 1945.

(Minus 11)

18 April

Proceeding as before. 0742 Hove to 5 miles off Isie Passage, New Caledonia. 0745 Set Condition I-A. Commenced lowering landing craft. 0827 Completed lowering and dispatched landing craft to designated stations for amphibious assault exercises. 0843 Set Condition III. 1515 Set Condition I-A. Commenced taking landing craft aboard as they returned to ship from maneuvers. 1648 All landing craft aboard. Set Condition III. 1737 Proceeded on various courses and speeds to form cruising disposition 3A1-2. 1742 Completed forming cruising disposition 3A1-2 and proceeded on night retirement to south of Isie Passage.

(Minus 11)

19 April

Proceeding as before. 0845 Commenced scheduled AA firing practice. 0935 Ceased AA firing practice, having expended 14 rounds of 5"/38 caliber ammunition, 48 rounds of 3"/50 caliber ammunition, and 2485 rounds of 20MM ammunition. No casualties. 1028 Exercised at fire drill. 1036 Secured from fire drill. 1315 Sighted Amedee Lighthouse, 9.5 miles, bearing 063° T. 1330 Maneuvering on various courses and speeds to form entry disposition. 1355 Proceeding to Northern Passage, Bulari Pass. Captain at the conn, Executive Officer and Navigator on the bridge. 1402 Stationed anchor detail. 1415 Entered Northern Passage, Bulari Pass, and proceeded on various courses and speeds to conform to channel to assigned anchorage in Dumbea Bay. 1553 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the port anchor. 1559 Secured Condition III watches and anchor detail and set port watches.

(Minus 11)

20 April

through

28 April

Anchored as before.

(Minus 11)

29 April

Anchored as before. 0530 Made all preparations for working cargo. Draft forward 19' 6", aft 26' 6". 0650 LSM #182 tied up starboard side aft to receive cargo. 0730 Commenced cargo unloading operations. Cargo being shifted to enable loading



U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

April 1945.

Cont'd.

(Minus 11)  
29 April

of additional cargo. 1835 Completed loading and cast off LSM #182. 2155 Completed cargo unloading operations. Draft forward 20' 6", aft 24' 1".

(Minus 11)  
30 April

Anchored as before. 0930 Made all preparations for getting underway. Stationed special sea detail. Pilot, E. LANGOUR-IEUX, came aboard. 0943 Underway in accordance with orders of Port Director, Noumea, to Dock #9, Nickel Works, Noumea, New Caledonia. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1035 Moored port side to Dock #9, Nickel Works, Noumea, New Caledonia, with six lines over to dock. 1045 Pilot left the ship. 1046 Secured special sea detail and set port watches. 1410 Commenced cargo loading operations. Draft forward 20' 6", aft 24' 1".

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Lt., (jg), U.S.N.R.  
Navigator.

Approved:

*C.O. Hicks*  
C.O. HICKS  
Comdr., U.S.N.R.  
Commanding.

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

U. S. S. ALMAACK (AKA 10)

140  
Reg. No. 1303  
R. S. No.

WAR DIARY

May 1945

(Time Zone Minus 11)

1 May

Moored port side to Dock #9, Nickel Works, Noumea, New Caledonia, with six lines over to dock. Cargo loading operations in progress. 1930 Pursuant to orders of the Commanding General of the 81st Division, USA, completed embarking 10 officers and 206 enlisted men of the 81st Division, USA. 2128 Completed cargo loading operations. Draft forward 19' 7", aft 27' 0".

(Minus 11)

2 May

Moored as before. 0812 Made all preparations for getting underway. Stationed special sea detail. 0834 Underway in accordance with orders of Port Director, Noumea, New Caledonia, enroute from Dock #9, Nickel Works, to assigned anchorage. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0922 Anchored in Berth #40, Dumbea Bay, Noumea, New Caledonia, in 11 fathoms of water with 60 fathoms of chain out to the starboard anchor. 0925 Secured special sea detail. Set port watch.

(Minus 11)

3 May

Anchored as before. 0600 Made all preparations for getting underway. Stationed special sea detail. 0712 Underway in accordance with Movement Order #4-45 of C.T.U. 11.11.1 enroute from Noumea, New Caledonia, to Manus Island, Admiralty Islands. Proceeding to Bulari Pass on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 0903 Passed through Northern Passage, Bulari Pass, and entered Pacific Ocean. Commenced forming cruising disposition 3AL-1. 0907 Went to General Quarters. 0913 Exercised at emergency drills. 0947 Secured from emergency drills. Set Condition III. 1024 Completed forming cruising disposition 3AL-1 in company with T.U. 11.11.1. O.T.C. and fleet guide in U.S.S. FREMONT. ALMAACK fourth ship in second column.

Position

1200

2000

22-25 S  
165-47 E

21-34 S  
164-15 E

125195



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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 11)  
4 May

Proceeding as before.

Position

0800	1200	2000
19-31 S	19-05 S	17-50 S
162-10 E	161-04 E	159-51 E

(Minus 11)  
5 May

Proceeding as before. 0900 Commenced exercising at tactical maneuvers. 1045 Completed exercising at tactical maneuvers.

Position

15-28 S	14-36 S	12-56 S
158-31 E	158-25 E	157-39 E

(Minus 11  
Minus 10½)  
6 May

Proceeding as before. 0905 Formed cruising disposition 3AL-2. ALMAACK fourth ship in right hand column. 0909 Commenced anti-aircraft firing practice. 0945 Ceased anti-aircraft firing practice, having expended 50 rounds of 5"/38 caliber ammunition, 123 rounds of 3"/50 caliber ammunition, and 2250 rounds of 20MM ammunition. No casualties. 1027 Formed cruising disposition 3AL-1. 1900 Retarded ship's clocks ½ hour to Zone Minus 10½ time.

Position

0800	1200	2000
10-21 S	09-39 S	08-36 S
158-16 E	156-00 E	154-40 E

(Minus 10½  
Minus 10)  
7 May

Proceeding as before. 0900 Commenced exercising at tactical maneuvers. 1052 Completed exercising at tactical maneuvers. 1900 Retarded ship's clocks ½ hour to Zone Minus 10 time.

Position

0800	1200	2000
07-53 S	07-32 S	07-06 S
152-20 E	151-29 E	149-40 E

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

U. S. S. ALMAACK (AKA 10)

WAY DIARY

May 1945

(Minus 10)

8 May

Proceeding as before. 0520 Passed Fortification Point, New Guinea, abeam to port, 9 miles. 0745 Passed Rooke Island abeam to starboard, 26 miles. 1030 Passed Long Island, abeam to port, 17 miles, and Tolokiwa Island abeam to starboard, 6 miles. 1315 Went to General Quarters. 1322 Exercised at emergency drills. 1341 Secured from emergency drills. Set Condition III.

Position

0800	1200	2000
05-53 S 147-41 E	05-11 S 147-28 E	03-47 S 147-21 E

(Minus 10)

9 May

Proceeding as before. 0330 Passed Lou Island abeam to starboard, 3 miles. 0330 Commenced forming single column entry disposition. 0618 Completed forming single column entry disposition. ALMAACK fourteenth ship in column. 0707 Commenced maneuvering on various courses and speeds to enter Seeadler Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 0801 Stationed anchor detail. 0805 Passed through harbor entrance nets and entered Seeadler Harbor. Proceeded on various courses and speeds to conform to channel to assigned anchorage. 0847 Anchored in Berth #118, Seeadler Harbor, Manus Island, Admiralty Islands, in 12 fathoms of water with 45 fathoms of chain out to the starboard anchor. 0847 Secured anchor detail and set port watch. 1215 Commenced loading supplies and ammunition and taking on fresh water. 1615 Completed loading ammunition aboard, having received 257 rounds of 5"/38 caliber AA common projectiles; 151 rounds of 5"/38 caliber powder cases; and 260 rounds of 3"/50 caliber powder cases. Transferred 107 rounds of 5"/38 caliber AA common projectiles to U.S. Naval Magazine, Manus. 1700 Set Condition III gun watch. 1900 Secured Condition III gun watch.

(Minus 10)

10 May

Anchored as before. 0500 Set Condition III gun watch. 0700 Secured Condition III gun watch. 0905 Pursuant to orders of C.N.B., Manus, 100 U.S. Navy enlisted men reported aboard

## U. S. S. ALMAACK (AKA 10)

## WAR DIARY

May 1945

Cont'd.

(Minus 10)

10 May

for transportation. 1154 Set Condition III. 1200 Made all preparations for getting underway. Stationed anchor detail. 1220 Underway in accordance with Movement Order #4-45 of C.T.G. 11.11 enroute from Seeadler Harbor, Manus Island, Admiralty Islands, to Leyte Island, Philippine Islands. Proceeding on various courses and speeds to conform to channel. Captain at the conn, Executive Officer and Navigator on the bridge. 1247 Passed through harbor entrance nets and entered Pacific Ocean. Commenced forming cruising disposition 3AL-1. 1252 Secured anchor detail. 1502 Completed forming cruising disposition 3AL-1 in company with T.G. 11.11. O.T.C. and fleet guide in U.S.S. FREMONT. ALMAACK fourth ship in second column.

## Position

2000

00-58 S  
146-43 E

(Minus 10)

11 May

Proceeding as before. 0320 Crossed equator northbound at 145° 55' E. 1515 Exercised at emergency drills.

## Position

0800

1200

2000

00-35 N  
145-16 E01-02 N  
144-39 E01-56 N  
143-23 E

(Minus 10)

12 May

Proceeding as before. 1122 Executed emergency maneuvers on receipt of sound contact. 1200 Contact proved false; resumed base course.

## Position

0800

1200

2000

03-17 N  
141-33 E03-48 N  
140-59 E04-39 N  
139-52 E

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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 10)  
13 May

Proceeding as before. 1845 Executed emergency maneuvers on receipt of sound contact. 1900 Contact proved false; resumed base course.

Position

0800	1200	2000
06-03 N 137-55 E	06-26 N 137-12 E	07-19 N 135-48 E

(Minus 10  
Minus 9½)  
14 May

Proceeding as before. 0300 Passed Kayangel Island, Palau Islands, abeam to port, 23 miles. 1900 Retarded ship's clocks ½ hour to Zone Minus 9½ time.

Position

0800	1200	2000
09-15 N 134-38 E	09-35 N 133-53 E	09-51 N 132-08 E

(Minus 9½  
Minus 9)  
15 May

Proceeding as before. 1606 Sound contact and floating mine reported by escort. Executed emergency maneuvers. 1620 Destroyer exploded mine with 40MM gunfire 3 miles off port quarter. 1641 Destroyer fired depth charges off starboard quarter, distance 4 miles. 1700 Destroyer fired depth charges off port beam, distance 3 miles. 1731 One escort vessel remained with contact; disposition resumed base course. 1900 Retarded ship's clocks ½ hour to Zone Minus 9 time.

Position

0800	1200	2000
10-15 N 129-39 E	10-24 N 128-50 E	10-26 N 127-23 E

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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 9)  
16 May

Proceeding as before. 0412 Passed Suluan Island abeam to starboard, 13 miles. 0540 Passed Homonhon Island abeam to starboard, 7 miles. Passed Desolation Point, Dinagat Island, abeam to port, 10 miles. Entered Leyte Gulf. 0812 Proceeding on various courses and speeds to assigned anchorage. Captain at the conn, Executive Officer and Navigator on the bridge. 0829 Set Condition I-A. 0850 Stationed anchor detail. 0930 Anchored in Leyte Gulf, Philippine Islands, in 17 fathoms of water with 60 fathoms of chain out to the port anchor on the following anchorage bearings: Catmon Hill 323° T, Vigia Point 343° T., and Badungbadung Island 031° T. Lowered all landing craft and made preparations for cargo operations. Secured anchor detail. 1005 Set Condition III. 1310 Stationed anchor detail. 1321 Underway in accordance with orders of C.T.G. 11.11 to shift anchorage. Proceeding on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1412 Anchored in Berth #864, Leyte Gulf, Philippine Islands, in 17 fathoms of water with 60 fathoms of chain out to the port anchor. 1421 Secured anchor detail. Set port watch and Condition III gun watch. 1620 Pursuant to orders of C.T.G. 11.11 disembarked 100 U.S. Navy enlisted passengers to Receiving Station ComNavStation, Samar. 1850 Secured Condition III gun watch. Smoke and picket boat maintained throughout the day and night.

(Minus 9)  
17 May

Anchored as before. 0545 Set Condition I-A. 0610 Commenced cargo unloading operations. Draft forward 18' 9", aft 25' 0". 1945 Secured from Condition I-A. Ceased cargo operations for night. Set port watch. Cargo being unloaded on beaches between Tarraguna and Dulag. Because of low beach gradient LCVP's are only used for a few light vehicles.

(Minus 9)  
18 May

Anchored as before. 0600 Set Condition I-A. Commenced cargo unloading operations. Received one LSM and two LCT's alongside during the day to receive cargo.



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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 9)  
19 May

Anchored as before. Cargo operations continuous. Received one LSM alongside during the day to receive cargo.

(Minus 9)  
20 May

Anchored as before. Cargo operations continuous. Received two LCT's alongside during the day to receive cargo.

(Minus 9)  
21 May

Anchored as before. Cargo operations continuous. 0745 Completed cargo unloading operations. Draft forward 13' 8", aft 23' 5". Secured from Condition I-A. Set port watch. 0852 Made all preparations for getting underway. Stationed anchor detail. 0915 Underway in accordance with orders of ComTransRon 11 to shift anchorage. Proceeding on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1000 Anchored in Leyte Gulf, Philippine Islands, in 11 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Dulag Church 331° T., Vigia Point 342° T., and Badungbadung Island 034° T. Secured anchor detail.

(Minus 9)  
22 May

Anchored as before. 0855 Completed disembarking 10 officers and 206 enlisted men of the 81st Division, USA. 0930 Made all preparations for getting underway. Stationed anchor detail. 0944 Underway in accordance with orders of ComTransRon 11, shifting anchorage to Berth #514. Proceeding independently on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1106 Anchored in Berth #514, San Pedro Bay, Leyte Island, Philippine Islands, in 12 fathoms of water with 50 fathoms of chain out to the port anchor. 1110 Secured anchor detail. Ship engaged in making necessary repairs, and in preparations for sea. All landing craft except one LCM (salvage), one LCPR, and one LCVF transferred to Samar Boat Pool.

(Minus 9)  
23 May  
through  
25 May

Anchored as before.

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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 9)  
26 May

Anchored as before. 0510 Made all preparations for getting underway. Stationed anchor detail. Set Condition III. 0528 Underway independently in accordance with Port Director, Tacloban, Leyte, Secret Order #048, enroute from Leyte, Philippine Islands, to Pearl Harbor, T.H. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0530 Secured anchor detail. 0548 Passed Mariquitdaquit Light abeam to port, 3 miles. 0712 Emergency stop due to loss of water in boilers. 0737 Engine room reported readiness for getting underway. Proceeded as before. 0910 Passed Hibuson Island abeam to starboard, 7 miles. 0951 Passed Pagbabacnan Point, Homonhon Island, abeam to port, 9.5 miles, and Desolation Point, Dinagat Island, abeam to starboard, 5 miles. Entered Pacific Ocean. Mine watch stationed on ship's bow. 1052 Passed Suluan Island abeam to port, 14.5 miles. 1641 Sighted convoy off port bow, bearing  $080^{\circ}$  T., distance 20 miles. 1704 Passed convoy to starboard; identified as T.U. 75.2.9. 1815 Passed U.S.S. BUTTE abeam to port, 1 mile.

Position

0800	1200	2000
	10-29 N	10-25 N
	126-14 E	128-28 E

(Minus 9)  
27 May

Proceeding as before. 0715 Passed U.S.S. FUNSTON and escort abeam to port, 5 miles, at  $10^{\circ} 20'$  N,  $131^{\circ} 49'$  E. 0830 Passed LSM convoy abeam to port, 9 miles.

Position

0800	1200	2000
10-21 N	10-15 N	10-08
132-01 E	133-07 E	135-10 E

(Minus 9)  
28 May

Proceeding as before. 0605 Passed Yap Island, Caroline Islands, abeam to starboard, 32 miles. 0900 Exercised at emergency drills. 0944 Secured from emergency drills. 1053 Sighted Eau Island, Ulithi Islands, Caroline Islands, bearing  $081^{\circ}$  T.,



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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

066t'd.

(Minus 9)  
28 May

distance 15 Miles. 1142 Passed Pig Island, Ulithi Islands, Caroline Islands, abeam to port, 4.5 miles. 1448 Passed Fais Island, Caroline Islands, abeam to port, 10 miles.

Position

0800	1200	2000
10-04 N 138-41 E	09-42 N 139-43 E	10-18 N 141-43 E

(Minus 10)  
29 May

Proceeding as before. 0000 Advanced ship's clocks one hour to Zone Minus 10 time. 0900 Went to General Quarters. Exercised at emergency drills. 0935 Secured from all drills. Set Condition III. 1340 Exercised at fire drill. 1347 Secured from fire drill. 1438 Passed U.S.S. RABY abeam to starboard, 3 miles. 1937 Passed single ship and escort abeam to starboard, 18 miles. 2017 Passed single ship abeam to starboard, 2 miles. 2224 Passed 1ST abeam to starboard, 2 miles.

Position

0800	1200	2000
11-00 N 144-49 E	11-21 N 145-50 E	11-58 N 147-52 E

(Minus 10½)  
30 May

Proceeding as before. 0000 Advanced ship's clocks ½ hour to Zone Minus 10½ time. 1600 Passed U.S.S. FAYETTE abeam to port, one-half mile, at 12° 15' N, 153° 16' E. 2008 Passed single ship abeam to port, 10 miles. 2015 Passed single ship abeam to port, 17 miles, 2053 Passed convoy abeam to port, 14 miles. 2116 Passed single ship abeam to port, 3.5 miles. 2134 Passed single ship abeam to port, 16 miles. 2145 Passed single ship abeam to port, 12 miles.

Position

0800	1200	2000
12-12 N 151-09 E	12-16 N 152-15 E	12-13 N 154-22 E

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

U. S. S. ALMAACK (AKA 10)

WAR DIARY

May 1945

(Minus 11)

31 May

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Zone Minus 11 time. 0558 Passed U.S.S. BLUEJACKET abeam to port, 8 miles. 0718 Passed U.S.S. AGREE and S.S. POELAR LAUT abeam to starboard, 14 miles. 0719 Passed U.S.S. PRINCE WILLIAM abeam to port, 14 miles. 0726 Passed two IST's and tug abeam to starboard, 13 miles. 0740 Passed U.S.S. SAN JUAN HILL abeam to starboard, 1 mile. 0845 Passed single ship abeam to port, 11 miles. 0925 Passed U.S.S. ANDROMEDA abeam to port, 6 miles. 1200 Passed single ship abeam to port, 10 miles. 1253 Passed LST convoy abeam to port, 3 miles. 1740 Passed single ship abeam to starboard, 7.5 miles. 2006 Passed single ship abeam to port, 2 miles.

Position

0800

11-50 N  
157-30 E

1200

11-41 N  
158-34 E

2000

11-22 N  
160-42 E

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Lt., (jg), U.S.N.R.

Approved:

*C.O. Hicks*  
C.O. HICKS  
Comdr., U.S.N.R.  
Commanding.

REG. NO 1361  
R. S. NO  
REG. SHEET NO 50

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

(Time Zone Minus 11½)  
June 1st.

Proceeding independently enroute from LEYTE ISLAND, PHILIPPINE ISLANDS to PEARL HARBOR, T.H. 0000 Advanced ship's clocks one-half hour to Zone Minus 11½ time. 0147 Sighted ENIWETOK ATOLL, MARSHALL ISLANDS, bearing 031° T. 0223 Passed ENIWETOK ATOLL, MARSHALL ISLANDS, abeam to port, 12 miles. 0410 Passed large convoy abeam to starboard, 5 miles. 0527 Passed single ship abeam to port, 4 miles. 0835 Passed single ship abeam to port, 17 miles. 1137 Passed single ship abeam to port, 15 miles. 1850 Overtook and passed S.S. FORT CLATSOP abeam to port, 7 miles.

Position

0800	1200	2000
11-35 N	11-53 N	12-29 N
163-50 E	164-54 E	167-05 E

(Minus 12)  
June 2nd.

Proceeding as before. 0000 Advanced clocks one half hour to Zone Minus 12 time. 1310 Secured all 20MM gun watches. 1322 Test fired Pyrotechnics. 2030 Passed two ships abeam to port, 18 miles.

Position

0800	1200	2000
13-26 N	13-50 N	14-29 N
170-18 E	171-20 E	173-24 E

(Minus 12)  
June 3rd.

Proceeding as before. 0003 Passed single ship abeam to port, 11.5 miles. 0249 Passed single ship abeam to starboard, 7 miles. 0251 Passed single ship abeam to port, 8 miles. 0535 U.S.S. GENERAL MANN passed abeam to starboard, 4 miles. 1925 Crossed 180th meridian eastbound.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

Cont'd.

(Minus 12)

June 3rd.

2200 Passed single ship abeam to port, 16 miles.

Position

0800	1200	2000
15-21 N 176-49 E	15-42 N 177-56 E	16-16 N 179-50 W

(Plus 11)

June 3rd.

Proceeding as before. 0000 Retarded ship's clocks 23 hours to Zone Plus 11 time. 0243 Overtook and passed single ship, identified as U.S.S. KNOX, abeam to starboard, 7 miles, at 16° 35' N, 178° 05' E.

Position

0800	1200	2000
16-51 N 176-33 W	17-04 N 175-25 W	17-32 N 173-21 W

(Plus 10½)

June 4th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 10½ time. 0908 Commenced test firing 5"/38 calibre AA common special ammunition off starboard beam. 0942 Secured from test firing, having expended 24 rounds of 5"/38 calibre AA common special ammunition. No casualties. 1430 Passed U.S.S. ORMSBY abeam to port, 13.5 miles. 1517 Passed single ship abeam to port, 18 miles.

Position

0800	1200	2000
18-14 N 170-02 W	18-25 N 168-59 W	18-48 N 166-56 W

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

(Plus 10)  
June 5th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 10 time. 0140 Passed single ship abeam to port, 18.5 miles. 0315 Passed two ships abeam to port, 20 miles. 0627 Sighted ship identified as U.S.S. LEEDSTOWN, bearing 102° T, distance 10.5 miles. 0910 Took in Patent Log. 1925 Overtook and passed abeam to starboard, 1.5 miles, DD 502 being towed by 2 tugs and escorted by one DE.

Position

0800	1200	2000
19-16 N 163-43 W	19-27 N 162-36 W	19-36 N 160-21 W

(Plus 9½)  
June 6th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 9½ time. 0215 Passed two ships abeam to port, 1300 yards. 0300 Passed single ship abeam to port, 2500 yards. 0650 Went to General Quarters. 0717 Commenced anti-aircraft firing exercises. 0820 Sighted island of OAHU, T.H., bearing 000° T, distance 25 miles. 0827 Ceased anti-aircraft firing exercises, having expended 4275 rounds of 20MM ammunition and 179 rounds of 3"/50 calibre ammunition. No casualties. Set Condition III. 0900 Passed U.S.S. LAMAR abeam to starboard, 3 miles. 0932 Passed U.S.S. MOUNT OLYMPUS abeam to port, 800 yards. 1000 Proceeding on various courses and speeds to PEARL HARBOR entrance. 1038 Secured Condition III gun watches. 1115 Pilot, Lt-Comdr., O.T. SWEDSEN, came aboard and took the conn. 1123 Stationed anchor detail. 1136 Stationed special sea detail. Standing in to harbor entrance on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. 1138 Passed harbor entrance buoys abeam to port and starboard. 1151 Passed through harbor entrance nets and entered PEARL HARBOR. Proceeded on various courses and speeds to assigned berth. 1255 Moored starboard side to U.S.S. ALGOL in Berty K-4, PEARL HARBOR, T.H., with 6 lines, and 2 lines to buoys fore and aft. 1307 Pilot left the ship. 1331 Secured special sea detail. Set port watch.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

Cont'd.  
(Plus 9½)  
June 6th.

Position

0800

20-50 N  
157-59 W

(Plus 9½)  
June 7th.

Moored as before. 1210 Pursuant to orders of ComServPac, twenty U.S. Naval Officers and 2 enlisted men reported aboard for transportation to the west coast of the UNITED STATES. 1230 Made all preparations for getting underway. Stationed special sea detail. 1240 Pilot, Lt-Comdr., C.T. SWEDSEN, came aboard. 1307 Underway in accordance with orders of ComHawSeaFron, Order #0736, enroute independently from PEARL HARBOR, T.H. to SAN FRANCISCO, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1400 Pilot left the ship, Captain took the conn. 1411 Passed harbor entrance buoys abeam and entered PACIFIC OCEAN. 1412 Secured special sea detail. Set Condition III. 1447 Passed DIAMOND HEAD LIGHT abeam to port, 2 miles. 1547 Passed MAKAPUU POINT LIGHT abeam to port, 4 miles. 1612 Passed MOKAPU PENINSULA abeam to port, 15 miles. 2202 Passed single ship abeam to starboard, 17.5 miles. 2225 Passed single ship abeam to port, 6.5 miles.

Position

2000

22-24 N  
157-10 W

(Plus 9½)  
June 8th.

Proceeding as before. 0200 Passed single ship abeam to starboard, 15 miles. 1020 Passed abeam to port of S.S. ALLEN JOHNSON, distance 6 miles. 1255 Exercised at abandon ship drill. 2045 Passed single ship abeam to starboard, 17 miles. 2145 Passed single ship abeam to starboard, 12 miles.



**U. S. S. ALMAACK (AKA 10)**

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

WAR DIARY

June 1945.

Cont'd.  
(Plus 9½)  
June 8th.

Position		
0800	1200	2000
24-23 N	25-06 N	26-23 N
154-20 W	153-19 W	151-20 W

(Plus 9)  
June 9th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 9 time. 0215 Overtook and passed single ship abeam to starboard, distance 15 miles. 1120 Passed single ship abeam to starboard, distance 9 miles. 1238 Passed three surface craft abeam to starboard, distance 6 miles. 2250 Overtook and passed U.S.S. BUCKINGHAM abeam to port, distance 3.5 miles.

Position		
0800	1200	2000
28-10 N	28-51 N	29-58 N
148-28 W	147-25 W	145-12 W

(Plus 8½)  
June 10th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 8½ time.

Position		
0800	1200	2000
31-25 N	31-56 N	32-51 N
141-58 W	140-47 W	138-30 W

(Plus 8)  
June 11th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 8 time.

Position		
0800	1200	2000
34-15 N	34-41 N	35-35 N
135-12 W	134-12 W	132-00 W



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

WAR DIARY

June 1945.

(Plus 7½)  
June 12th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 7½ time. 1040 Passed single ship abeam to starboard, distance 8 miles. 1730 Fog closing in, visibility 300 yards. Cut in electric automatic fog horn. 1815 Fog lifted. Ceased fog signals. 2345 Passed single ship abeam to starboard, distance 4 miles.

Position

0800	1200	2000
36-37 N	36-42 N	37-11 N
128-39 W	127-09 W	124-54 W

(Plus 7)  
June 13th.

Proceeding as before. 0000 Advanced ship's clocks one-half hour to Zone Plus 7 time. 0250 Passed single ship abeam to starboard, distance 2 miles. 0310 Passed convoy abeam to starboard, distance 7 miles. 0615 Sighted SOUTHEAST FARALLON ISLANDS, bearing 0070 T, distance 10 miles. 0704 Passed SOUTHEAST FARALLON ISLANDS abeam to port, distance 1 mile. Passed Buoy "A" abeam to port, distance 300 yards, and entered SAN FRANCISCO approach channel. 0809 Pilot, Lt-Comdr. TORPEY, came aboard and took the conn. 0821 Entered SAN FRANCISCO BAR main ship channel and proceeded on various courses and speeds to conform to channel to enter SAN FRANCISCO BAY. 0829 Stationed anchor detail. 0921 Passed through harbor entrance buoys and proceeded on various courses and speeds to assigned anchorage. 0930 Anchored in Anchorage #7, SAN FRANCISCO BAY, SAN FRANCISCO, CALIFORNIA, in 15 fathoms of water with 45 fathoms of chain out to starboard anchor on the following anchorage bearings: TOWER "E", SAN FRANCISCO BAY BRIDGE, 117° T; FERRY BUILDING, 175° T; and COIT TOWER, 209° T. 0930 Secured anchor detail. 0945 Pursuant to orders of Port Director, SAN FRANCISCO, CALIFORNIA, the twenty Naval Officers and 2 enlisted men, passengers, were detached from this ship to report to the Port Directors Office. 0945 Agriculture Inspector, S. DALY, inspected ship. 0950 Stationed anchor detail. 1008 Underway in accordance with orders of Port Director, SAN FRANCISCO, enroute from Anchorage #7, SAN FRANCISCO BAY, SAN FRANCISCO, CALIFORNIA, to

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

Cont'd  
(Plus 7)  
June 13th.

Naval Ammunition Depot, MARE ISLAND, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1042 Passed Buoys #1 abeam to port and entered SAN PABLO BAY. 1128 Stationed special sea detail. 1155 Pilot, F.J. SUMMERS, came aboard and took the conn. 1215 Moored port side to Dock #35, MARE ISLAND, CALIFORNIA, with 6 lines. 1217 Pilots, Lt-Comdr. TORPEY and F.J. SUMMERS, left ship. 1220 Secured special sea detail. Set the port watch. 1250 Commenced unloading the ship's ammunition and pyrotechnics in preparation for yard overhaul. 1410 Completed unloading all of the ship's ammunition and pyrotechnics. 1423 Pilot, C. THOMPSON, came aboard. 1425 Stationed special sea detail. 1432 Underway in accordance with orders of Port Director, SAN FRANCISCO, enroute Naval Ammunition Depot, MARE ISLAND, CALIFORNIA, to AmShip Yards, ALAMEDA, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1512 Passed Buoy "A" abeam to port and entered SAN FRANCISCO BAY. 1625 Entered OAKLAND INNER HARBOR CHANNEL. 1747 Moored port side to S.S. ST. LAWRENCE VICTORY, Berth #5, AmShip Yards, ALAMEDA, CALIFORNIA with 6 lines and 1 line to the dock. 1800 Secured special sea detail. Set port watch. 1801 Secured Gyro. Secured main engine and fires under #2 boiler. 1830 Received emergency fire line from dock. Commenced making necessary preparations for general overhaul to be conducted in this yard.

(Plus 7)  
June 14th.

Moored as before.

(Plus 7)  
June 15th.

Moored as before. 0740 Stationed special sea detail. Made all preparations for getting underway. 0900 Pilot, Mr. PHIPPS, came aboard. 0903 Underway in accordance with orders of Superintendent AmShip Yard to shift from Berth #5 to Berth #1, AmShip Yard, ALAMEDA, CALIFORNIA. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeded on various courses and speeds to conform to channel. 0928

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

Cont'd

(Plus 7)

June 15th.

Anchored mid-channel, OAKLAND INNER HARBOR, in 5 fathoms of water with 30 fathoms of chain out to the starboard anchor. 0938 Pilot left the ship. 1010 Pilot, M. JOHN, came aboard and took the conn. 1025 Underway, proceeding as before to assigned berth. 1105 Moored port side to dock, Berth #1, AmShip Yard, ALAMEDA, CALIFORNIA with 6 lines. Boiler #1 in use for auxiliary purposes. Port and security watch maintained. Pilot left the ship. 1115 Secured special sea detail. 1130 S.S. DISTRICT OF COLUMBIA tied up on starboard side with 4 lines. 1455 S.S. DISTRICT OF COLUMBIA cast off and got underway to shift berths.

(Plus 7)

June 16th.

Moored as before.

(Plus 7)

June 17th.

Moored as before. 0750 Made all preparations to breast out to dolphins from Berth #1 to Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA. 0815 Commenced breasting out to dolphins. 0825 Moored starboard side to dolphins opposite Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA with 2 lines. 1100 Commenced breasting in from dolphins to tie up alongside U.S.S. AURIGA. 1130 Moored port side to U.S.S. AURIGA in Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA with 6 lines. Boiler #1 in use for auxiliary purposes. Port and security watch maintained. 1605 Commenced receiving fresh water from dock.

(Plus 7)

June 18th,  
19th, 20th,  
& 21st.

Moored as before.

(Plus 7)

June 22nd.

Moored as before. 0600 Cast off fresh water line from dock. 0800 Made all preparations to breast out to dolphins on starboard side to allow U.S.S. AURIGA to leave dock. 0850 Commenced breasting out to dolphins. Cast off from U.S.S. AURIGA. 0920 Moored starboard side to dolphins opposite Berth #4, AmShip Yard, ALAMEDA, CALIFORNIA with 3 lines. 0930 U.S.S. AURIGA underway. 0950 Commenced breasting in to dock. 1000 Moored port side to dock, Berth #1, AmShip Yard, ALAMEDA, CALIFORNIA with 6 lines. Boiler

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

June 1945.

Cont'd

(Plus 7)

June 22nd. #1 in use for auxiliary purposes. Port and security watch maintained. 1030 Received fresh water line from dock.

(Plus 7)

June 23rd,  
24th, 25th,  
26th, 27th,  
& 28th.

Moored as before.

(Plus 7)

June 29th.

Moored as before. 1434 S.S. WILLIAM DUNBAR tied up on starboard side with 4 lines.

(Plus 7)

June 30th.

Moored as before.

Submitted:

*S. M. Wells*

S.M. WELLS

Lt. (jg), USNR,

Asst. Navigator.

Approved:

*C. O. Hicks*

C.O. HICKS,  
Commander, USNR.,  
Commanding.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

July 1945

REG. NO 31  
FILE NO \_\_\_\_\_  
REG. SHEET NO 177

(Time Zone Plus 7)

July 1st  
through  
July 30th

Moored port side to dock, Berth #1, AmShip Yard, Alameda, California, with six lines over to the dock. Receiving power and fresh water from the dock. Ship undergoing necessary repairs and alterations by yard workmen.

(Plus 7)

July 31st

Moored as before. 0750 Pilot, Mr. LANGREW, reported aboard. 0800 Made all preparations for getting underway. Stationed special sea detail. 0810 Received three yard tugs alongside for assistance in moving. No power maintained on ship. 0820 Underway in tow from AmShip Yards to dry dock. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 0902 Commenced entering dry dock, General Engineering and Dry Dock Co., Alameda, California. 0920 Stern cleared sill. Moored in dry dock, General Engineering and Dry Dock Co., Alameda, California, with five lines over to port and starboard. Pilot left the ship. 0935 Commenced pumping dry dock. 0950 Ship resting on chocks. 1040 Ship dry in dock. Conducted inspection of ship's bottom in preparation for sand blasting, hot plastic painting and necessary repairs.

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Lt(jg), USNR  
Navigator.

Approved:

*C.O. Hicks*

C.O. HICKS  
Comdr., USNR  
Commanding.

139429

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U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

(Time Zone Plus 7)  
August 1st  
through  
August 4th

Seated in dry dock at General Engineering and Dry Dock Corporation, Alameda, California, general overhaul and repair work being carried on. Ship's bottom undergoing inspection, sandblasting, and hot plastic painting. Receiving steam and fresh water from dock. Ship's emergency generator in use for power and light. Cold iron watch maintained in engine room.

(Plus 7)  
August 5

Seated in dry dock. 0800 Made all preparations for moving ship under tow to AmShip Dock. 0828 Commenced flooding dry dock. 0852 Water borne. 0857 Stationed special sea details. Emergency generator sea valve in #2 hold found to be leaking. 0923 Stopped flooding and commenced pumping dock. Secured special sea details. 1020 Sea valve repaired. Commenced flooding dry dock. Stationed special sea detail. 1048 Water borne. Draft forward 12', aft 19'4". 1255 Pilot, Mr. LENT, came aboard. 1309 Underway, in tow of three tugs, from General Engineering and Dry Dock Corp., Alameda, California, to Berth #5 AmShip Yard, Alameda California. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. 1345 Moored port side to dock, Berth #5, AmShip Yard, Alameda, California with 6 lines to dock. 1346 Pilot left ship. Secured special sea details. 1555 S.S. THEODORE SEDGEWICK moored to starboard side with 6 lines. 1600 Receiving fresh water from dock. Continuing general repairs and alterations.

(Plus 7)  
August 6  
and  
August 7

Moored as before.

(Plus 7)  
August 8

Moored as before. 0730 Made all preparations for getting underway. Stationed special sea details. 0740 S.S. THEODORE SEDGEWICK underway from starboard side. 0750 Pilot, H.W. ANDERSON, came aboard. 0826 Underway to shift berth to N.S.D., Oakland, California. Pilot at the conn, Captain, Executive Officer and Navigator on the

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

Cont'd  
(Plus 7)  
August 8

bridge. Proceeding on various courses and at various speeds to conform to channel. 0920 Pilot, Mr. JAWLING, came aboard and took the conn. Pilot, H.W. ANDERSON, left ship. 1012 Moored port side to dock, Berth "E", N.S.D., Oakland, California, with 6 lines to dock. 1015 Pilot left ship. Secured special sea details. 1200 Commenced taking on fuel oil from YOG 17. 1500 Commenced taking on stores and provisions. 1600 Completed taking on fuel oil having received 7530 barrels.

(Plus 7)  
August 9

Moored as before. Stores and provisions loading continuous. 0800 Commenced taking on ammunition from barge on starboard side. 1800 Completed loading ammunition having received aboard the following: 234 5"/38 Projectiles, AA Common, 150 5"/38 Projectiles, AA Special, 384 5"/38 Powder Charges, 1 5"/38 Short Case (dislodging), 348 3"/50 AA Special, 496 3"/50 AA, 100 3"/50 AA, 100 3"/50 AP, 199 3"/50 Ill., 4 3"/50 short rounds (dislodging), 44,460 20MM HEI, 21,960 HET, 720 20MM BL&P, 12,600 .50 Cal. API, 12,600 .50 Cal. Incendary, 7000 .50 Cal. Tracer, 33,000 .30 Cal. AP, 16,500 .30 Cal. Tracer, 1500 .30 Cal. Ball, 1600 .30 Cal. Carbine, 3600 45. Cal. Ball.

(Plus 7)  
August 10

Moored as before. 0200 Completed loading stores and provisions. 0830 Made all preparations for getting underway. Stationed special sea detail. 0855 Pilots, TJALLDEEN and DOEPHNER, came aboard. 0906 Underway on various courses and at various speeds from N.S.D., Oakland, California, to San Rafael degaussing range. Pilot TJALLDEEN at the conn, Captain, Executive Officer, and Navigator on the bridge. Standard speed 12 knots, 65 R.P.M. 0916 Pilot DOEPHNER took the conn. Pilot TJALLDEEN left ship. 0949 Standard speed changed to 15 knots, 82 R.P.M. 1000 Ran measured mile off Treasure Island. Made 15.0 knots at 80 R.P.M. 1042 Secured special sea detail. Set Condition III watch. Commenced degaussing runs on San Rafael Range. 1300 Completed degaussing runs and proceeded to South San Francisco Bay for compass calibration. 1445 Commenced swinging ship. 1700 Completed compensating compasses and proceeded to anchorage 12. 1737 Anchored in anchorage 12, San Francisco Bay, California, in 10 fathoms of water with 60 fathoms of chain out to the starboard anchor.



U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

(Plus 7)  
August 11

Anchored as before. 0710 Made all preparations for getting underway. Stationed special sea details. 0715 Pilot, Lt.-Comdr. A.J. SHRADER, came aboard. 0818 Underway, enroute from anchorage 12 to Hunters Point, California, for radar calibration. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Standard speed 15 knots, 82 R.P.M. 0903 Moored starboard side to dock Berth #2, Hunters Point, California with 6 lines to dock. Secured special sea detail. Commenced radar calibration. 1015 Completed radar calibration. Stationed special sea detail. 1103 Underway, enroute from Hunters Point to firing area H-6. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. Standard speed 15 knots, 82 R.P.M. 1203 Passed through Golden Gate and entered Main Ship Channel. 1230 Crossed San Francisco Channel Bar and entered Pacific Ocean. 1305 Went to General Quarters. 1352 Secured from General Quarters. Set Condition III. 1400 Commenced full power run, 97 R.P.M. 1455 Went to General Quarters. 1510 Commenced structural test firing of all guns. 1527 Completed test firing having expended the following rounds: 439 rounds of 20 MM Ammunition; 4 rounds 5"/38 Cal. Ammunition; 11 rounds 3"/50 Cal. Ammunition, and 4 rounds 3"/50 Cal. Illuminating projectiles. No casualties. Secured from General Quarters. Set Condition III. 1737 Entered Main Ship Channel and crossed San Francisco Bar. 1805 Passed through Golden Gate and entered San Francisco Bay. 1840 Anchored in anchorage 12, San Francisco Bay, California, in 10 fathoms of water with 60 fathoms of chain out to starboard anchor. 1845 Secured Condition III and set port watch. Pilot left ship.

(Plus 7)  
August 12

Anchored as before. 0914 Pilot, H.C. LENT, came aboard. 0925 Made all preparations for getting underway. Stationed special sea detail. 1023 Underway from anchorage to Pier 90. Pilot at the conn, Executive Officer, and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. Standard speed 10 knots, 55 R.P.M. 1115 Moored port side to Pier 90, San Francisco, California, with six lines to dock. Secured special sea detail. Set the port watch. Pilot left the ship. 1200 Commenced necessary preparations to receive cargo. 2250 Discharge 1182 barrels of sludge oil to Freese barge.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

(Plus 7)  
August 13

Moored as before. 0430 Completed taking on 460 barrels of fuel oil. 0945 Commenced cargo loading operations. Draft forward 15'10", aft 23'0".

(Plus 7)  
August 14  
through  
August 20

Moored as before. Cargo loading operations continuous.

(Plus 7)  
August 21

Moored as before. Cargo loading operations continuous. 2300 Completed loading cargo. Draft forward 25'6", aft 28'1".

(Plus 7)  
August 22

Moored as before. 1235 Pilot, Lt.-Comdr. B. WESTERBURG, came aboard. 1240 Made all preparations for getting underway. Stationed special sea detail. 1308 Underway in accordance with ComWesSeaFron movement order #680-C&R, enroute independently from San Francisco, California to Samar Island, Philippine Islands. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Standard speed set at 15 knots, 85 R.P.M. Proceeding on various courses and speeds to conform to channel. 1350 Changed standard speed to 16 knots, 92 R.P.M. Steaming at standard speed. 1402 Passed through Golden Gate and entered Main Ship Channel. 1435 Crossed San Francisco Bar and entered Pacific Ocean. 1451 Pilot left ship. 1454 Went to General Quarters. 1508 Secured from General Quarters. Set Condition III. 1546 Passed South East Farallon Islands abeam to starboard, 2 miles.

Position

2000

37-44 N  
124-24 W

(Plus 7)  
August 23

Steaming as before. 1125 Passed U.S.S. BIDDLE, APA 8, abeam to starboard, on opposite course, distance 10 miles.

Position

0800

31-53 N  
128-12 W

1200

37-51 N  
129-45 W

2000

37-45 N  
132-31 W

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

(Plus 7 and 7½)  
August 24

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 7½ Time. 1000 Went to General Quarters. Exercised at emergency drills. 1104 Secured from all drills. Set Condition III.

Position

0800	1200	2000
37-29 N	37-24 N	37-00 N
136-39 W	137-58 W	140-39 W

(Plus 7½ and 8)  
August 25

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 8 Time.

Position

0800	1200	2000
36-28 N	36-10 N	35-43 N
144-35 W	145-48 W	148-15 W

(Plus 8 and 8½)  
August 26

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 8½ Time. 0200 Overtaken and passed by single ship abeam to port, 4.5 miles. 0300 Overtaken and passed by single ship abeam to port, 4.5 miles. 1030 Exercised at emergency drills. 1122 Secured from all drills. 1425 Passed S.S. JOHN DRAKE SLOAT, on opposite course, abeam to port, 2½ miles.

Position

0800	1200	2000
34-54 N	34-40 N	34-01 N
151-54 W	153-06 W	155-22 W

(Plus 8½ and 9)  
August 27

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 9 Time. 1330 Went to General Quarters. Exercised at emergency drills. 1431 Secured from all drills. Set Condition III.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

Cont'd

(Plus 8½ and 9)  
August 27

Position

0800	1200	2000
32-55 N	32-35 N	31-56 N
158-56 W	160-07 W	162-07 W

(Plus 9 and 9½)  
August 28

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 9½ Time. 1500 Went to General Quarters. Commenced anti-aircraft firing practice. 1557 Completed firing exercises having expended 9 rounds of 5"/38 Cal. ammunition, 25 rounds 3"/50 Cal. ammunition, 1057 rounds of 20MM ammunition. No casualties. Secured from General Quarters. Set Condition III.

Position

0800	1200	2000
30-59 N	30-35 N	29-40 N
165-10 W	166-12 W	168-17 W

(Plus 9½ and 10)  
August 29

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 10 Time. 0848 Overtook and passed single ship abeam to starboard, distance 1 mile.

Position

0800	1200	2000
28-07 N	27-40 N	26-47 N
171-30 W	172-32 W	174-41 W

(Plus 10 and 10½)  
August 30

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 10½ Time. 0031 Overtook and passed single ship abeam to port, 1 mile. 0500 Passed single ship abeam to starboard, on opposite course, distance 3½ miles. 1800 Crossed the 180 Meridian, west bound at 23-38 N.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

August 1945

Cont'd

(Plus 10 and 10½)

August 30

Position

0800	1200	2000
25-05 N	24-30 N	23-19 N
177-44 W	178-38 W	179-29 E

(Plus 10½ and 11)

August 31

Steaming as before. 0030 Retarded ship's clocks one-half hour to Zone Plus 11 Time. 0410 Overtook and passed single ship abeam to port, 1½ miles. 0936 Overtaken and passed by APA 71 abeam to port, distance 2 miles. 1044 Passed single ship abeam to starboard, on opposite course, distance 7 miles.

Position

0800	1200	2000
21-35 N	21-01 N	19-50 N
176-33 E	175-39 E	173-54 E

Submitted:

*James P. Shields*  
JAMES P. SHIELDS  
Lt(jg), USNR  
Navigator

Approved:

*C.O. Hicks*  
C.O. HICKS  
Commander, USNR  
Commanding.



REG NO 111  
SERIAL NO 108

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

(Time Zone Plus 11  
and Plus 11½)  
September 1st

Proceeding independently enroute from San Francisco, California to Samar Island, Philippine Islands. Ship Darkened at night except for dimmed navigational lights. Condition III and mine lookout watch maintained. 0030 Retarded ship's clocks one-half hour to Plus 11½ Zone Time.

Position

0800	1200	2000
18-03 N	17-31 N	16-17 N
171-13 E	170-24 E	168-41 E

(Plus 11½ and  
Minus 12)  
September 3rd

Proceeding as before. 0030 Advanced ship's clocks 23½ hours to Minus 12 Zone Time. 0930 Passed single ship on opposite course, abeam to port, 1500 yards. 1710 Passed single ship, on opposite course, abeam to starboard, 7 miles. 1909 Passed single ship, on opposite course abeam to starboard, 5½ miles. 2020 Passed single ship, on opposite course, abeam to starboard, 2½ miles.

Position

0800	1200	2000
14-18 N	13-39 N	12-22 N
166-03 E	165-13 E	163-36 E

(Minus 12 and  
11½)  
September 4th

Proceeding as before. 0030 Retarded ship's clocks one half hour to Minus 11½ Zone Time. 0136 Passed single ship, on opposite course, abeam to starboard, 800 yards. 0156 Passed Eniwetok Atoll, Marshall Islands, abeam to starboard, 6 miles. 1748 Overtook and passed LST 552, abeam to port, 3200 yards.

Position

0800	1200	2000
10-48 N	10-48 N	10-42 N
160-58 E	159-56 E	157-55 E

145833

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

(Minus 11½ and  
11)

September 5th

Proceeding as before. Navigational lights secured. 0030 Retarded ship's clocks one-half hour to Minus 11 Zone Time. 0445 Passed single ship on opposite course, abeam to starboard, 5 miles. 0625 Passed single ship, on opposite course, abeam to starboard, 5 miles. 0650 Passed single ship, on opposite course, abeam to starboard, 5 miles. 1031 Passed single ship, on opposite course, abeam to starboard, 7 miles. 1500 Went to General Quarters. Exercised at emergency drills. 1530 Secured from all drills. Set Condition III.

Position

0800	1200	2000
10-33 N	10-28 N	10-20 N
154-42 E	153-41 E	151-42 E

(Minus 11 and  
10½)

September 6th

Proceeding as before. 0030 Retarded ship's clocks one-half hour to Minus 10½ Zone Time. 0630 Commenced test firing AA special ammunition. 0720 Ceased firing having expended 24 rounds of 3"/50 caliber AA special ammunition and 16 rounds of 5"/38 Caliber AA special ammunition. No casualties. 0830 Passed single ship, on opposite course abeam to starboard, 3 miles. 2313 Passed single ship, on opposite course abeam to port, 1400 yards.

Position

0800	1200	2000
10-14 N	10-12 N	10-09 N
148-28 E	147-31 E	145-40 E

(Minus 10½ and  
10)

September 7th

Proceeding as before. 0030 Retarded ship's clocks one-half hour to Minus 10 Zone Time. 0345 Passed single ship, on opposite course, abeam to starboard 2½ miles. 0740 Passed single ship, on opposite course, abeam to starboard, 6 miles. 1428 Overtook and passed SS PATRICK HENRY abeam to starboard, 2 miles. 1501 USS LAWS, DD558, passed abeam to port, on opposite course, 1 mile. 1940 Passed column of five ships on opposite course, abeam to



U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
September 1945

Cont'd

(Minus 10 $\frac{1}{2}$   
and 10)

September 7th

port, 7 miles. 2136 Passed Mogmog Island, Ulithi Atoll, Caroline Islands, abeam to port, 7 miles.

Position

0800	1200	2000
10-23 N 142-49 E	10-23 N 141-55 E	10-12 N 140-05 E

(Minus 10 and  
9 $\frac{1}{2}$ )

September 8th

Proceeding as before. 0030 Retarded ship's clocks one-half hour to Minus 9 $\frac{1}{2}$  Zone Time. 1328 Overtook and passed single ship abeam to starboard, 1200 yards. 1538 Passed single ship, on opposite course, abeam to port, 1 mile.

Position

0800	1200	2000
10-26 N 137-17 E	10-27 N 136-22 E	10-29 N 134-38 E

(Minus 9 $\frac{1}{2}$  and  
9)

September 9th

Proceeding as before. ALPAC #181 cancelled all blackout restrictions. Navigational lights burned at full brilliancy. 0030 Retarded ship's clocks one-half hour to Minus 9 Zone Time. 0545 Overtook and passed single ship abeam to port, 1 mile. 0753 Overtook and passed single ship abeam to port, 3200 yards. 2110 Overtook and passed single ship abeam to port, 2 $\frac{1}{2}$  miles.

Position

0800	1200	2000
10-33 N 131-55 E	10-34 N 130-59 E	10-36 N 129-06 E

(Minus 9)

September 10th

Proceeding as before. 0613 Passed astern of four ship convoy, distance 1 mile. 0710 Sighted Suluan Island, Philippine Islands, at 2460T, 28 miles. 0858 Passed

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

Cont'd

(Minus 9)

September 10th

Suluan Island, Philippine Islands, abeam to starboard, 6 miles. 1022 Passed Homonhon Island fairway bouy abeam to port, 100 yards and entered Leyte Gulf. 1030 Proceeding on various courses and speeds to wait orders of Homonhon Island HECF. 1042 Proceeding on various courses and speeds to Guiuan Roadstead. Captain at the conn, Executive Officer and Navigator on the bridge. 1143 Hove to off Guiuan harbor entrance nets to await pilot. 1231 Pilot, Lieut. W.T. SHEA, came aboard and took the conn. Stationed special sea detail. 1245 Passed through harbor entrance nets and proceeded to anchorage. 1313 Anchored in Guiuan Roadstead, Samar Island, Philippine Islands, in 16 fathoms of water with 60 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "E" 341°T, Beacon "S" 041°T, Beacon "D" 092°T. 1326 Secured special sea detail. Pilot left the ship. Set port watch.

Position

0800

10-48 N  
126-13 E

(Minus 9)

September 11th

through

September 14th

Anchored as before. Carrying out necessary maintenance and repair work while awaiting orders to discharge cargo.

(Minus 9)

September 15th

Anchored as before. 0630 Made all preparations for getting underway. Stationed special sea detail. 0735 Underway in accordance with orders of Port Director, Guiuan to San Pedro Bay, Philippine Islands for fuel and water. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0758 Passed through Guiuan harbor entrance nets. 0800 Secured special sea detail. Set sea watches. 0943 Stationed anchor detail. 0945 Passed channel bouy #3, San Pedro Bay, abeam to port 1000 yards and proceeded to assigned anchorage. 1121 Moored starboard side to IX 129 with six lines. 1137 Secured special sea detail. Set port watch. 1140 Commenced receiving fuel oil from IX 129. 1400

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

Cont'd  
(Minus 9)  
September 15th

Completed fueling from IX 129 having received 6670 barrels. 1450 Stationed special sea detail. 1502 Underway to shift anchorage to receive fresh water. 1510 Anchored in San Pedro Bay, Philippine Islands, in 12 fathoms of water with 60 fathoms of chain out to the port anchor on the following anchorage bearings: Beacon "E" 046°T, Beacon "G" 132°T, and Mariquitdaquit Island Light 190°T. Secured special sea detail. 1645 WT-90 alongside port side to discharge fresh water. 2230 Completed taking on fresh water from WT-90 having received 57,806 gallons. 2235 Cast off WT-90.

(Minus 9)  
September 16th

Anchored as before. 0746 Made all preparations for getting underway. Stationed special sea Detail. 0813 Underway in accordance with Port Director, Guiuan, Samar, Philippine Islands to Guiuan Roadstead. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to harbor. 0828 Secured special sea detail. Set sea watches. 0845 Passed channel bouy #3 abeam to starboard, 200 yards. 1020 Posted anchor detail. 1025 Hove to off Guiuan harbor to await pilot. 1050 Pilot, Lt(jg) R.H. SCHAIRER, came aboard and took the conn. Proceeding on various courses and speeds to enter Guiuan harbor. 1120 Passed through harbor entrance nets and proceeded to anchorage. 1152 Anchored in Guiuan Roadstead, Samar, Philippine Islands, in 15 fathoms of water with 60 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "D" 102°T, Beacon "S" 040°T, Beacon "E" 323°T. 1158 Secured anchor detail. Set port watch. 1300 Pilot left the ship.

(Minus 9)  
September 17th  
through  
September 19th

Anchored as before.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

(Minus 9)  
September 20th

Anchored as before. 1630 Pilot, Lt(jg) R.H. SCHAIRER, Came aboard. 1650 Made all preparations for getting underway. Stationed special sea detail. 1708 Underway in accordance with orders of Port Director, Guiuan to shift to docks at Calicoan Island. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1813 Anchored off docks awaiting further orders to proceed to dock. 1843 Anchors aweigh. Proceeding to dock. 1906 Moored port side to Pier #5, Calicoan Island, Philippine Islands, with 6 lines to dock. 1910 Secured special sea detail. Set port watch. Pilot left the ship. 2027 commenced cargo unloading operations. Draft forward 25'5", aft 27'9".

(Minus 9)  
September 21st  
through  
September 22nd

Moored as before. Cargo operations continuous. On September 22 the Captain held Meritorious Mast and awarded the following Letters of Commendation: Lieut. Raymond D. WILLMOTT, (D), USNR, 188264; BOLINGER, Glenn E., MoMM2c(LC), 652 45 96, V-6, USNR, MANCILL, Floyd E., MoMM2c(LC), 272 85 28, USN; and STOKES, Harry F., Cox(LC) 637 27 18, V-6, USNR.

(Minus 9)  
September 23rd

Moored as before. Cargo operations continuous. 1100 Received aboard 2 officers and 155 enlisted men from U.S. Naval Receiving Station, Samar, for transportation to U.S. Naval Receiving Station, Subic Bay. 1700 Made all preparations for getting underway. Stationed special sea detail. 1739 Pilot, Lt(jg) R.H. SCHAIRER, came aboard. 1751 Underway in accordance with orders of Port Director, Guiuan, to shift from dock to anchorage in stream. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1824 Anchored off Calicoan Island, Philippine Islands, in 7 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "A" 014°T, Beacon "B" 246°T. 1830 Secured special sea detail. Set port watch. Pilot left the ship. 1945 Received barge along port side to receive remainder of cargo for this port.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

(Minus 9)  
September 24th

Anchored as before. Cargo operations continuous. 0545 Completed cargo unloading operations. Draft forward 23'0" aft 27'2". 0725 Cast off cargo barge. 0945 Made all preparations for getting underway. Stationed special sea detail. 1008 Pilot, Lt(jg) R.H. SCHAIRER, came aboard. 1040 Underway in accordance with orders of Port Director, Guiuan, Samar, enroute from Samar to Subic Bay, Luzon. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1114 Entered main channel, Guiuan Roadstead. 1134 Passed through harbor entrance nets. Pilot left the ship. 1340 Passed Desolation Point, Dinagat Island, abeam to starboard, 5 miles, and Pabaconan Point, Homonhon Island, abeam to port, 10 miles. Entered Pacific Ocean. 1638 Passed Suluan Island Light abeam to port, 15 miles.

Position

2000

11-38 N  
125-57 E

(Minus 9)  
September 25th

Proceeding as before. 0518 Sighted San Bernardino Island Light at 213°T, 18 miles. 0607 Entered San Bernardino Straits. 0641 Passed San Bernardino Island Light abeam to port, 3 miles. 0740 Passed Ticlin Island abeam to starboard, 1 mile. 0757 Passed Capul Island Light abeam to port, 2 miles. 0800 Passed Calantas Rock Light abeam to starboard, 2 miles. 0820 Entered Ticao Pass. 0915 Passed San Jacinto Light abeam to port, 6 miles. 0953 Passed Bogatao Island Light abeam to starboard, 8 miles. 1011 Passed San Miguel Island Light abeam to port, 5 miles. 1127 Passed Aguja Point, Buriias Island, abeam to starboard, 1 mile. 1152 Passed Bugui Point Light abeam to port, 6 miles and entered Sibuyan Sea. 1332 Passed Guinduganan Point abeam to starboard, 16.5 miles. 1340 Passed Bondoc Point abeam to starboard, 14 miles. 1635 Passed Goto Point, Banton Island, abeam to port, 8.5 miles. 1738 Passed Baltasar Island Light abeam to starboard, 2.5 miles. 1818 Passed Dumali Point Light abeam to port, 10 miles. 2017 Passed Malabrigo Point Light abeam to starboard, 3.5 miles, and entered



U. S. S. ALMAACK (AKA 10)

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

WAR DIARY

September 1945

Cont'd

(Minus 9)

September 25th

Verde Island North Passage. 2105 Passed Verde Island abeam to port 1.5 miles. 2125 Passed Escarceo Point Light abeam to port 4 miles. 2140 Passed Maribalban Island abeam to starboard, 2 miles. 2324 Passed Cape Santiago Light abeam to starboard, 4.5 miles. 2352 Entered China Sea.

Position

0800

1200

2000

12-30 N

12-43 N

13-30 N

124-06 E

123-14 E

121-17 E

(Minus 9)

September 26th

Proceeding as before. 0143 Passed Fortune Island Light abeam to port, 2.5 miles. 0318 Passed Corregidor Island Light abeam to starboard, 12 miles. 0616 Proceeding on various courses and speeds to enter Subic Bay. Captain at the conn, Executive Officer and Navigator on the bridge. 0619 Posted anchor detail. 0626 Passed Subic Bay Light abeam to port, 1 mile. 0641 Entered Subic Bay, Grande Island abeam to starboard, 1000 yards. Proceeding on various courses and speeds to assigned anchorage. 0732 Anchored in Subic Bay, Luzon, Philippine Islands, in 19 fathoms of water with 40 fathoms of chain out to the port anchor on the following anchorage bearings: Subic Bay Light 248°T, Agusuhin Point Light 323°T, and Mayanga Island Light 350°T. 0735 Secured anchor detail. 1025 Secured Condition III watch. Set port watch. 1100 Having completed passage 2 officers and 155 enlisted men were transferred to U.S. Naval Receiving Station, Subic Bay.

U. S. S. ALMAACK (AKA 10)

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

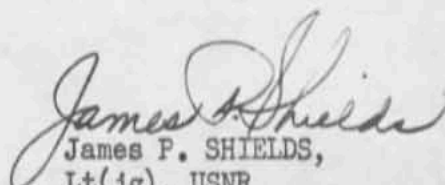
WAR DIARY

September 1945

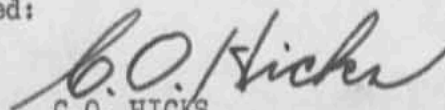
(Minus 9)  
September 27th  
through  
September

Anchored as before. Carrying out necessary maintenance and repair work while awaiting orders to discharge cargo.

Submitted:

  
James P. SHIELDS,  
Lt(jg), USNR  
Navigator.

Approved:

  
C.O. HICKS,  
Commander, USNR  
Commanding.



U. S. S. ALMAACK (AKA 10)

**CONFIDENTIAL**

WAR DIARY  
October 1945

RECEIVED 3-6 FILES  
Room 2055  
DATE 19 DEC 1945  
File No (av) A-12-1/AKA10  
No. 116  
Copy No. 1 of 1  
Vol. No.

(Time Zone Minus 9)  
October 1st through  
October 9th

Anchored in Subic Bay, Luzon, Philippine Islands in 20 fathoms of water with 75 fathoms of chain out to the port anchor on the following anchorage bearings: Subic Bay Light 247°T, Agusuhin Point Light 326°T, Mayanga Island Light 354°T. Port and security watch maintained. Carrying out necessary maintenance and repair work while awaiting orders to discharge cargo. Typhoon warnings received frequently. Intermitant rain squalls accompanied by gusts of wind up to 25 knots occurring at frequent intervals throughout the day and night.

(Minus 9)  
October 10th

Anchored as before. 1645 Made all preparations for getting underway. Stationed special sea detail. 1708 Underway in accordance with orders of Port Director, Subic Bay, to shift anchorage to dock. Proceeding on various courses and speeds to conform to harbor. Captain at the conn, Executive Officer and Navigator on the bridge. 1748 Pilot, Lt(jg) J.L. WHITE, came aboard and took the conn. 1750 Anchored in Subic Bay off Kalaklan Point to await orders to proceed to dock. 1823 Anchor aweigh. Proceeding as before. 1930 Moored starboard side to Olangapo Dock, Subic Bay, Luzon, Philippine Islands, with 6 lines to dock. 1942 Secured special sea detail. Set port watch. 1950 Pilot left the ship. 2050 Commenced cargo unloading operations. Draft forward 22'0", aft 25'10".

(Minus 9)  
October 11th  
through  
October 16th

Moored as before. Cargo unloading operations continuous.

(Minus 9)  
October 17th

Moored as before. 2340 Completed cargo unloading operations. Draft forward 15'6", aft 23'0".

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
October 1945

(Minus 9)  
October 18th

Moored as before. 0650 Made all preparations for getting underway. Stationed special sea detail. 0652 Pilot, Lt(jg) J.L. WHITE, came aboard. 0710 Underway for Berth #165 to fuel in accordance with orders of Port Director, Subic Bay. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0805 Moored port side to YO #144, in Berth #165, Subic Bay, Luzon. Secured special sea detail. Set port watch. Pilot left the ship. 0822 Commenced receiving fuel oil from YO #144. 1130 Stationed special sea detail. 1135 Completed fueling from YO #144 having received 2,187 barrels of fuel oil. 1150 Underway to shift to Berth #126. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1212 Anchored in Berth #126, Subic Bay, Luzon, Philippine Islands, in 22 fathoms of water with 60 fathoms of chain out to the port anchor. Secured special sea detail. Set port watch. 1530 Made all preparations for getting underway. Stationed special sea detail. 1606 Underway in accordance with orders of Port Director, Subic Bay, enroute from Subic Bay, Luzon, to San Fernando, Luzon. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1631 Secured special sea detail. Set steaming watches. 1634 Passed Grande Island abeam to port,  $1\frac{1}{2}$  miles. 1642 Passed Subic Bay Light abeam to starboard, 2 miles and entered China Sea.

(Minus 9)  
October 19th

Proceeding as before. 0005 Passed Hermana Mayor Island abeam to starboard,  $8\frac{1}{2}$  miles. 0158 Passed Rena Point abeam to starboard, 5 miles. 0245 Passed Piedra Point abeam to starboard, 5 miles. 0640 Stationed anchor detail. 0700 Anchored off San Fernando Harbor, Lingayen Gulf, Luzon, Philippine Islands, in 40 fathoms of water with 90 fathoms of chain out to the starboard anchor on the following anchorage bearings: Left Tangent San Fernando Point  $075^{\circ}T$ , San Fernando Light  $101^{\circ}T$ , Right Tangent Paro Point  $110^{\circ}T$ . Secured anchor detail.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
October 1945

Cont'd  
(Minus 9)  
October 19th

0745 Stationed anchor detail. 0800 Underway in accordance with orders of Port Director, San Fernando, to San Fabian, Luzon. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0815 Secured anchor detail. 0828 Went to General Quarters. Exercised at emergency drills. 0943 Secured from all drills. 1002 Anchored off San Fabian, Lingayen Gulf, Luzon, Philippine Islands, in 6 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: Baybay Point 343<sup>OT</sup>, Mt. Thomas 041<sup>OT</sup>. Secured anchor detail. Set port watch. 1100 Stationed anchor detail. 1111 Underway to shift anchorage. Captain at the conn, Executive Officer and Navigator on the bridge. 1123 Anchored off San Fabian, Luzon, Philippine Islands, in 5 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Baybay Point 342<sup>OT</sup>, Mt. Thomas 041<sup>OT</sup>. Secured anchor detail. 1450 Commenced cargo loading operations. Draft forward 16'6", aft 23'3".

(Minus 9)  
October 20th

Anchored as before. Cargo loading operations continuous. 1820 Completed cargo loading operations. Draft forward 16'10", aft 24'4". 2000 Completed embarking 14 officers and 279 enlisted men of the 25th Division, U.S.A. and 5 Naval officers for transportation to Nagoya, Japan.

(Minus 9)  
October 21st

Anchored as before. 0700 Made all preparations for getting underway. Stationed special sea detail. 0706 Underway in accordance with orders of Port Director, San Fernando to proceed from San Fabian area to San Fernando Harbor. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 0737 Secured anchor detail. 0905 Posted anchor detail. 0923 Anchored off San Fernando Harbor, Luzon, Philippine Islands, in 14 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Beacon "A" 082<sup>OT</sup>, Beacon "B" 130<sup>OT</sup>. Secured anchor detail. Set port watch.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
October 1945

(Minus 9)  
October 22nd

Anchored as before.

(Minus 9)  
October 23rd

Anchored as before. 1351 Made all preparations for getting underway. Stationed special sea detail. 1411 Underway in accordance with CTU 54.15.18 serial #C-23, from Lingayen Gulf, Luzon, Philippine Islands, to Nagoya, Japan. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to form cruising disposition. 1425 Secured special sea detail. Set steaming and mine lookout watches. 1514 Completed forming single column cruising disposition in company with TU 54.15.18. OTC and fleet guide in U.S.S. MARVIN H. MC INTYRE. ALMAACK second ship in column.  
Position

2000

17-35 N  
120-08 E

(Minus 9)  
October 24th

Proceeding as before. 1017 Entered Balintang Channel. 1400 Sighted Sabtang Island bearing 035<sup>OT</sup>, 30 miles. 1510 Sighted Balintang Island bearing 110<sup>OT</sup>, 22 miles. 1542 Passed Sabtang Island abeam to port, 8½ miles. 1640 Passed Balintang Island abeam to starboard, 13 miles. 1800 Entered Philippine Sea.  
Position

0800

1200

2000

19-37 N  
120-42 E

19-51 N  
121-20 E

20-27 N  
122-39 E

(Minus 9)  
October 25th

Proceeding as before.  
Position

0800

1200

2000

22-02 N  
124-34 E

22-27 N  
125-20 E

23-33 N  
126-45 E



U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
October 1945

(Minus 9)  
October 26th

Proceeding as before.

Position

0800	1200	2000
25-48 N 128-21 E	26-30 N 129-13 E	27-48 N 130-43 E

(Minus 9)  
October 27th

Proceeding as before.

Position

0800	1200	2000
30-00 N 133-13 E	30-34 N 134-09 E	31-55 N 135-24 E

(Minus 9)  
October 28th

Proceeding as before. 0902 Passed Nagoya entrance swept channel bouy #1 abeam to port. Entered swept channel. Proceeding on various courses and at minimum safe maneuvering speed to conform to swept channel. Captain at the conn, Executive Officer and Navigator on the bridge. 1109 Passed Kami Shima Light abeam to port, 1 mile, and Irako Saki Light abeam to starboard, 1 mile. Entered Iseno Umi Harbor. 1448 Posted anchor detail. 1500 Proceeding independently to anchorage. 1522 Anchored in Iseno Umi, Japan, in 10 fathoms of water with 45 fathoms of chain out to the port anchor on the following anchorage bearings: Nagoya Channel Beacon 052<sup>OT</sup>, Oniga Sake Point Bell Bouy 156<sup>OT</sup>. 1534 Secured anchor detail Set port watch. 2000 Disembarked five U.S. Navy officer passengers.

Position

0800  
  
34-11 N  
137-07 E

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
October 1945

(Minus 9)  
October 29th

Anchored as before. Armed picket boat maintained from sunset to sunrise. 1205 Japanese civilian pilot, Captain K. Takumi, came aboard. 1245 Made all preparations for getting underway. Set special sea detail. 1255 Underway to dock #12, Nagoya, Japan. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1513 Anchored in Nagoya harbor in 5 fathoms of water with 30 fathoms of chain out to the starboard anchor. Awaiting orders to go alongside the dock. 1637 Anchor aweigh. Underway to dock. 1701 Moored port side to dock #12, Nagoya, Japan, with six lines to dock. Pilot left the ship. Secured special sea detail. Set port watch. 1810 Commenced cargo unloading operations. Draft forward 15'10", aft 23'0".

(Minus 9)  
October 30th

Moored as before. Cargo operations continuous. 0845 Completed cargo unloading operations. Draft forward 15'6", aft 22'6". 1000 Completed disembarking 14 officers and 279 enlisted men of the 25th Division, U.S.A. 1055 Made all preparations for getting underway. Stationed special sea detail. 1114 Japanese civilian pilot, Asai, came aboard. 1117 Underway in accordance with orders of Port Director, Nagoya, to anchorage in outer harbor. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to channel. 1308 Pilot left the ship. 1335 Anchored in Iseno Umi Harbor, Japan, in 8 fathoms of water with 45 fathoms of chain out to the starboard anchor on the following anchorage bearings: Nagoya Harbor Entrance Light 045°T, Yokkaichi Harbor Entrance Light 252°T. Secured special sea detail. Set port watch.

U. S. S. ALMAACK (AKA 10)

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

WAR DIARY  
October 1945

(Minus 9)  
October 31st

Anchored as before. Armed picket boat maintained from sunset to sunrise. Ship engaged in making preparations for sea.

Submitted:

*James P. Shields*  
James P. SHIELDS,  
Lt(jg), USNR,  
Navigator.

Approved

*C.O. Hicks*  
C.O. HICKS,  
Commander, USNR.  
Commanding.



U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Time Zone Minus 9)  
November 1st through  
November 6th

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Anchored in Iseno Umi, Japan, in 8 fathoms of water with 60 fathoms of chain out to the starboard anchor on the following anchorage bearings: Nagoya Harbor Entrance Light 045<sup>0</sup>T, Yokkaichi Harbor Entrance Light 252<sup>0</sup>T. Port and security watches maintained. Armed picket boat maintained from sunset to sunrise. Ship engaged in necessary maintenance while awaiting orders to embark passengers for transportation to the United States.

(Minus 9)  
November 7th

Anchored as before. 0845 Made all preparations for getting underway. Stationed special sea detail. 0859 Underway in accordance with orders of Port Director, Nagoya, to shift anchorage. Executive Officer at the conn, Navigator on the bridge. Proceeding on various courses and speeds to conform to harbor. 0945 Anchored in Berth #A-9, Iseno Umi, Japan, in 10 fathoms of water with 45 fathoms of chain out to the starboard anchor. Secured anchor detail. Set port watch.

(Minus 9)  
November 8th through  
November 12th

Anchored as before.

(Minus 9)  
November 13th

Anchored as before. 1445 Embarked 30 officers and 453 enlisted men of the 11th Replacement Depot, U.S. Army, for transportation to San Francisco, California.

149569

U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Minus 9)  
November 14th

Anchored as before. 0600 Made all preparations for getting underway. Stationed special sea detail. 0620 Underway independently in accordance with orders of Port Director, Nagoya, Japan, enroute from Nagoya, to San Francisco, California. Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds to conform to swept channel. 0702 Passed Iseno Umi, swept channel bouy #20, abeam to port, and entered swept channel. 1029 Passed Irako Saki Light, abeam to port, one mile, and Kami Shima Light, abeam to starboard, one mile. Entered Pacific Ocean. 1600 Exercised at abandon ship drill. 1622 Secured from drill. 2044 Passed Inanba Shima, Nanpo Shoto, abeam to port, 6 miles. 2134 Passed Milcura Shima, Nanpo Shoto, abeam to port, 19 miles. 2224 Passed Hachyo Shima, Nanpo Shoto, abeam to starboard, 24 miles.

Position

2000

33-32 N  
139-03 E

(Minus 9½)  
November 15th

Proceeding as before. 0000 Advanced ship's clocks ½ hour to Minus 9½ zone time.

Position

0800

1200

2000

34-11 N  
142-35 E

34-36 N  
143-46 E

35-15 N  
145-57 E

U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Minus 10)  
November 16th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Minus 10 zone time. 1400 Exercised at abandon ship drill. 1532 Secured from abandon ship drill.

Position

0800	1200	2000
36-00 N	36-25 N	37-29 N
150-20 E	151-57 E	154-23 E

(Minus  $10\frac{1}{2}$ )  
November 17th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Minus  $10\frac{1}{2}$  zone time.

Position

0800	1200	2000
38-55 N	39-25 N	40-22 N
158-16 E	159-40 E	162-30 E

(Minus 11)  
November 18th

Proceeding as before. 0000 Advanced ship's clocks  $\frac{1}{2}$  hour to Minus 11 zone time.

Position

0800	1200	2000
41-38 N	42-00 N	42-43 N
166-39 E	168-08 E	171-14 E

U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Plus 12)  
November 18th

Proceeding as before. 0000 Retarded ship's  
clocks 23 hours to Plus 12 zone time. 1655  
Crossed 180th meridian eastbound at 44-38 N.

Position

0800	1200	2000
43-42 N 175-59 W	44-01 N 177-35 E	44-45 N 178-42 W

(Plus 11½)  
November 19th

Proceeding as before. 0000 Advanced ship's  
clocks ½ hour to Plus 11½ zone time.

Position

0800	1200	2000
45-15 N 174-00 W	45-19 N 172-16 W	45-32 N 168-50 W

(Plus 11)  
November 20th

Proceeding as before. 0000 Advanced ship's  
clocks ½ hour to Plus 11 zone time.

Position

0800	1200	2000
45-28 N 163-53 W	45-26 N 162-09 W	45-19 N 158-43 W



U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Plus 10½)  
November 21st

Proceeding as before. 0000 Advanced ship's clocks ½ hour to Plus 10½ zone time. 1457 Destination changed from San Francisco, California, to Portland, Oregon, by orders of ComWesSea-Fron.

Position

0800	1200	2000
45-04 N 153-48 W	44-53 N 151-52 W	44-54 N 148-34 W

(Plus 10)  
November 22nd

Proceeding as before. 0000 Advanced ship's clocks ½ hour to Plus 10 zone time.

Position

0800	1200	2000
45-08 N 143-45 W	45-13 N 142-02 W	45-22 N 138-38 W

(Plus 9)  
November 23rd

Proceeding as before. 0000 Advanced ship's clocks 1 hour to Plus 9 zone time. 1610 Fire reported in #1 clipping room, due to short circuit in Mark XIV sight power circuit. Pulled fuses in circuit; fire extinguished immediately.

Position

0800	1200	2000
45-35 N 133-55 W	45-45 N 132-15 W	45-52 N 129-15 W

U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Plus 8)  
November 24th

Proceeding as before. 0000 Advanced ship's clocks 1 hour to Plus 8 zone time. 0737 Picked up land on radar, 085<sup>0</sup>T, 36 miles. 0915 Passed Tillamook Light, abeam to starboard, 7 miles. 0950 Passed Columbia River Light ship, abeam to port, 1 mile. 0957 Pilot, Lt-Comdr. HANSEN, came aboard and took the conn. Proceeding on various courses and speeds to enter Columbia River Main ship channel. Pilot at the conn, Captain, Executive Officer, and Navigator on the bridge. 1012 Passed Columbia River Channel Entrance Bouy, abeam to port, and entered Main ship channel. 1030 Crossed Columbia River bar. 1120 Pilot, Lt-Comdr. HANSEN, left the ship and Columbia River pilot, F.S. READER, came aboard and took the conn. Proceeding on various courses and speeds to conform to Columbia River channel, to Portland, Oregon. 1645 Passed Belle Vue Point Light, abeam to starboard, and entered Willamette River. 1650 Stationed special sea detail. 1719 Moored port side to dock, Berth #3, Pier #1, Terminal #4, Portland, Oregon, with six lines to dock. 1745 Secured special sea detail. Set port watch. Pilot left the ship. 1900 Completed disembarking 30 officers and 453 enlisted men of the 11th Replacement Depot, U.S. Army.

(Plus 8)  
November 25th  
and  
November 26th

Moored as before. Awaiting orders to make necessary voyage repairs.

U. S. S. ALMAACK (AKA 10)

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

War Diary

November 1945

(Plus 8)  
November 27th

Moored as before. 1130 Made all preparations for getting underway. Stationed special sea detail. 1207 Pilot, Lt-Comdr. FIDLER, came aboard. 1232 Underway in accordance with orders of Port Director, Portland, Oregon, to shift berths. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain, and Executive Officer on the bridge. 1307 Moored starboard side to U.S.S. QUEENS (APA 103), Clark Wilson Lumber Co. Docks, Linnton, Oregon, with six lines over. 1323 Secured special sea detail. Set port watch. Pilot left the ship.

(Plus 8)  
November 28th

Moored as before. 1400 Made all preparations for getting underway. Stationed special sea detail. 1434 Lt-Comdr. FIDLER, pilot, came aboard. 1439 Underway in accordance with orders of Port Director, Portland, Oregon, to shift berths. Proceeding on various courses and speeds to conform to channel. Pilot at the conn, Captain and Navigator on the bridge. 1536 Anchored in Mid-Channel, Willamette River, off Swan Island Light, with 30 fathoms of chain out to the port anchor in 5½ fathoms of water, to await orders to proceed to dock. 1627 Anchors aweigh, proceeding as before. 1656 Moored starboard side to Old Deperming Dock, Swan, Island, Portland, Oregon, with 7 lines over to dock. 1803 Secured special sea detail. Set port watch. Pilot left the ship.

(Plus 8)  
November 29th and  
November 30th

Moored as before. Ship engaged in necessary repair and maintenance work.



## NAVY DEPARTMENT

HOLD FOR RELEASE  
PRESS AND RADIO  
UNTIL 9 A.M. (E.W.T.)  
AUGUST 14, 1945

### AMMUNITION SHIP USS ALMAACK HAD CLOSEST CALL AT LUZON

The attack cargo ship USS ALMAACK, veteran carrier of vital munitions for the assault troops who go ashore on D-day, had her sternest test in the invasion of Luzon Island January 9, 1945.

The 300 enlisted men and 45 officers of the ALMAACK had a life and death interest in the successful completion of this Lingayen Gulf mission, for the ship carried one million pounds of ammunition--the equivalent of 250 two-ton blockbuster bombs.

The ALMAACK was shaken by bomb near misses, threatened by Kamikaze planes and nicked by friendly anti-aircraft fire, but her luck held and the ship discharged her essential cargo on the surf-churned Philippine beaches without serious mishap.

This action climaxed three and one-half years of duty which had taken the ALMAACK 90,000 miles, or nearly four times around the earth, into 39 alien harbors from Casablanca to the Philippines.

In the Pacific, the ALMAACK had already participated in the invasions of Guam, Saipan and Leyte. During the Leyte operation the ship's 20 millimeter gunners shot down a Jap torpedo bomber which had penetrated the convoy screen to launch an ineffective torpedo.

For the Lingayen operation, the ALMAACK loaded the ammunition, stores and vehicles at a rear base and headed for the rehearsal area. Then the ship joined the invasion fleet and steamed into enemy waters. Friendly forces held Leyte and Mindoro but along the route lay many Jap-held islands where midget submarines, airfields and motor torpedo boat bases had been reported.

The passage through Surigao Strait and Mindanao Sea was uneventful, but at sundown of January 6, Jap planes attacked the formation, only to be shot down by the carrier-borne CORSAIRS. There was no further action until the morning of January 8, in the South China Sea, when two twin-engined Jap bombers slipped past the combat air patrol, and one, coming in down-sun, straddled the ALMAACK with two bombs which did not explode.

Again at sundown four Jap VALS bored in toward the formation only to be shot down in order by Navy HELLCATS. Repeated attacks kept the ALMAACK's crew at General Quarters until long after dark, but only one enemy plane got through to crash another ship. One Jap plane was shot down in the center of the formation.

145415

Early on the morning of D-day, January 9, the formation entered Lingayen Gulf. Occasionally warnings of floating mines came in over the voice radio from the small escort ships ahead and the huge formation changed course accordingly. Before dawn, in the transport area the ALMAACK lowered her boats. At one time there was heavy anti-aircraft fire against three enemy planes--all were destroyed.

By 7:53 A.M. all boats were in the water and away to their assigned ships to carry troops and tanks in the assault waves. At 9 A.M. bombardment of the beach began and, soon after, the first wave hit the beach on time. An hour later the ALMAACK's beach unloading party landed and at 11:20 A.M. the ship moved to an inner berth, two and one-half miles off Lingayen city.

The ALMAACK stayed in the Gulf for three and one-half days for unloading and was delayed by heavy surf conditions. Morning and evening a smoke screen was laid around the anchored fleet and just as regularly the Japanese sent in their planes. Sometimes, because of the smoke curtain, anti-aircraft fire passed close to the ship, occasionally some caroming off the lofty booms of the ALMAACK.

The sheltering night proved a false friend for, in it, Japanese torpedo boats were active.

On the morning of January 12, a bomb was dropped alongside the ALMAACK, close enough to shake the heavy ship sharply.

Meanwhile, the ALMAACK's boats had had tough going on the beaches. LCVP's (Landing Craft, Vehicle and Personnel) and LCM's (Landing Craft, Mechanized) broached in the surf. The boat crews worked all night to repair holes stove in the hulls, clearing cargo nets and debris fouled in the propellers.

Both rudders were torn off one LCM, yet the crew made many successful landings, steering by the engines alone. The ALMAACK lost four LCVP's and one LCM in the surf.

Meanwhile, the ALMAACK's beach party reported that their difficulties with the surf were only equalled by their battle with the mosquitoes of the rice paddies. One officer, who claimed he dug the deepest foxhole in the Philippines, emerged in the morning to display 45 swollen bites on his face.

The work of unloading the small boats on the beach was lightened by the assistance of hundreds of Filipinos who had come down from the hills soon after the landing. These people told the ALMAACK's beach party that the Japanese had confiscated their rice crops--which was borne out by their depleted physical condition. Most were able only to carry light loads.

On the afternoon of January 12, the unloading was completed, boats were swung aboard and the last of 14 small ships was fueled and watered alongside--for the AKA's and APA's act as mother ships for the small vessels on the far beaches.

The voyage back to Leyte was accomplished safely despite one determined Kamaikaze attack on the convoy and a threatened night attack by motor torpedo boats which did not mature.

The ALMAACK was built by Bethlehem Steel Company, Fore River, Quincy, Massachusetts, and was commissioned June 15, 1941.

The first commanding officer was Captain T.R. Cooley, U.S.N., of 348 East Main Street, Grass Valley, California. In July 1942, he was relieved by Commander Chester L. Nichols, U.S.N., of 512 Broadway, Newport, Rhode Island.

In December 1942, Lieutenant Commander Hugh B. McLean, U.S.N., of 207 Eighth Street, Orange, Texas, took command. He was relieved in May 1944, by Commander John Y. Dannenberg, U.S.N., of 532 North 13th Street, Muskogee, Oklahoma.

In August 1944, the present commanding officer took over. He is Commander Clyde O. Hicks, U.S.N.R., whose wife, Mrs. Elizabeth Hicks, lives at 853 Santa Cruz Street, San Pedro, California.

(Photographs available in Library Section, Office of Public Information)

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NAVY DEPARTMENT

IMMEDIATE RELEASE  
PRESS AND RADIO

JANUARY 20, 1945

U.S.S. ALMAACK SHOTS DOWN JAP PLANE DURING PHILIPPINE INVASION

In a routine cargo trip to Leyte during the Philippine Invasion, the USS ALMAACK, loaded with Army personnel, war vehicles, and supplies, proved instrumental in destroying a Japanese torpedo-bomber of the Jill type. The plane swept in low, crossing the convoy without injury from the antiaircraft fire, and dropped its torpedo in the direction of another vessel. The torpedo missed and by this time the withering fire of the ALMAACK's 20 mm guns had shot down the plane.

This action climaxed three and one-half years of duty which has taken the ALMAACK 90,000 miles, or nearly four times around the earth, into 39 different harbors or anchorages from Casablanca to the Philippines.

The crew well remembers the tense moments when they were torpedoed off Gibraltar and the time they were the largest ship to enter the Canton Island harbor, whose small size and strong current made the entrance a ticklish navigational feat.

Recent Pacific operations in which this AKA has participated have included the invasion of Guam and the initial invasion of Saipan. She was the first ship to combat-load medium tanks, which she did for the Saipan invasion.

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AKA 10/A12  
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21 Oct  
29 Oct - SC

SHIP'S

HISTORY

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U. S. S. ALMAACK (AKA 10)

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The U.S.S. ALMAACK was formerly the S.S. EXECUTOR, built by the Bethlehem Steel Co. at the Fore River Yard, Quincy, Massachusetts. She was launched September 21, 1940, and taken over by the American Export Lines October 22, 1940. Master E.H. Nelson was placed in command. The Executor was loaded in the New York area and November 16, 1940, got underway on her maiden voyage ---- a nonstop run to Bombay, India via the Cape of Good Hope. She unloaded a total cargo of 7101 tons at Bombay; Karachi; Colombo, Ceylon; and Calcutta. January 15, 1941, she began her homeward voyage to Boston, stopping en route at Trinidad, Spain. After another trip to India in the early months of 1941, the S.S. Executor was converted to an armed combat cargo vessel at the Tietjen Lang Dry Dock Co., Hoboken, New Jersey.

On June 15, 1941, at the U.S. Army Transport Service Base, Brooklyn, New York, this vessel was placed in full commission as a vessel of the United States Navy. She was commissioned the U.S.S. Almaack (AK-27) --- Commander T.R. Cooley, U.S.N. assuming Command. She immediately began trial runs in and around New York Harbor. In convoy with DesDiv 62 on July 27, 1941, she got underway on her first voyage as a ship of the U.S. Navy. The convoy arrived at Reykjavik, Iceland, August 6, and the Almaack began discharging cargo. She returned to New York where she was again loaded. This time her cargo was destined for Trinidad, Spain, where she arrived September 20, 1941. On her way, she made a brief stop at San Juan, Puerto Rico. The convoy lanes at the time led down the coast of the United States to gain some protection from the enemy submarine packs that were already on the loose.

The Almaack returned to the "States" with undue trouble and again loaded for her second run to Iceland --- stopping en route at Halifax Harbor, Nova Scotia. After unloading, she again returned to New York. The New Year (1942) found her being loaded at Norfolk, Va. for a trip to Bermuda. Upon returning to New York, she was again loaded. This time she was bound for Ireland and Scotland. For her return trip to America, she was loaded with sand for ballast. She was again loaded in New York. On April 9, 1942, she got underway as part of Task Force 38 --- bound for duty in the Pacific. She passed through the Panama Canal April 19 for her first time and sailed for Tonga Islands where she arrived May 8. When unloading was completed, she reported to CincPac for duty. In company with another AK, she arrived at San Diego June 5, 1942.

Captain T.R. Cooley was relieved June 6, as commanding officer by Commander C.L. Nichols, U.S.N. The Ship was then attached to Amphibious Forces, Pacific Fleet for duty in Transport Division Two. Under this command, the Almaack was sent to Long Beach for repairs and alterations at the Craig Shipbuilding Co. Upon completion of repairs, July 15, she returned to San Diego and began firing and landing exercises off the coast of California. The Almaack became part of Task Unit 3.6.1. and returned to the East Coast.

At Norfolk, Va., the Almaack underwent further alterations and repairs; then loaded cargo at New York. As part of Task Force 38, she got underway for what proved to be her first amphibious operation. The Task Force proceeded to Scotland. At Lock Fyne, the Almaack participated in Amphibious exercises until October 21. Five days later, as part of Task Force



"Torch" under control of the Admiralty, the convoy left Britain for the first amphibious landings of the war. Three days out from Algiers, control shifted to a U.S. Naval Commander for the invasion of Africa.

The passage from the British Isles to Africa was one of little excitement. Enemy planes appeared several times in sight of the convoy. But no serious attacks occurred. On November 8, the Almaack anchored off "Charlie Red" Beach, Algiers. Her landing craft were in the first assault waves. But very little unloading of cargo was accomplished due to the heavy seas and high winds. All but six of her boats were lost on the beaches the first day. During the first night, the remaining six were also wrecked. The Almaack then pulled into a pier and discharged her remaining cargo. The ship was under enemy air attack several times each day during the unloading. Though other ships were hit, the Almaack was undamaged.

In convoy November 12, she left Algiers for Gibraltar. There she joined another convoy of nine transports and five escort vessels bound for the British Isles. At 0315 November 15, (her second day out from Gibraltar) a Torpedo struck the Almaack and exploded in the port side of the engine room. The engine room, fire room, and number five hold flooded immediately to a depth of eighteen feet ---- trapping four men in the fire room. The shaft alley soon commenced to flood but all other bulkheads remained watertight. A British escort vessel came along side and eight officers and one hundred eighty enlisted men were transferred to the H. M. S. Glaisdale for transportation to Gibraltar. Twelve officers and one hundred twelve men remained aboard to work the ship and man the guns. The Almaack was towed back to Gibraltar by the H.M.T. Jaunty. She arrived November 18. Captain C.L. Nichols was detached November 24; Lt. Commander H. B. Mc Lean became the acting Commanding Officer.

The Almaack was placed in dry dock December 2. Her condition was found not to be critical; so she was placed on a waiting list for her temporary repairs. It was while waiting, that, on January 31, 1943, the U.S.S. Almaack (AK-27) became the U.S.S. Almaack (AKA-10). Finally the ship was again drydocked (March 3) and temporary repairs were begun. When the water was pumped from the engine room, the bodies of the four missing men were found. Due to the condition of them, recognition was impossible. A burial at sea was performed the following day.

The temporary repairs having been completed by March 31, the ship was taken under tow and towed to Casa Blanca. On May 3, in tow of the U.S.S. Arapaho, the Almaack began her return to the United States. She arrived at Norfolk, Va. and repairs were begun. Commander J.Y. Dannenburg U.S.N. relieved H. B. McLean as commanding officer on June 16 --- the ship still undergoing repairs in Norfolk. Finally on October 18, 1943, the Almaack got underway on her own power after eleven months of disability. She completed the necessary trial runs and reported to Jacksonville Florida where she loaded Florida orange juice to be delivered at San Pedro, California. After discharging her cargo, she sailed to San Diego. Her stay in that area, from November 18 to January 13, 1944, consisted of numerous amphibious exercises with Task Force 53 at San Clemente Island and Oceanside, California.

After loading Marine Combat troops and underwater demolition teams, the Almaack got underway on January 13 for operation "Flintlock".



She proceeded to Lahaina Roads, Maui, T.H. and from there sailed forth on her first of six amphibious operations in the Pacific. In company with Task Force 53, the Almaack arrived in transport area January 31, for assault on Jacob and Iran Islands in the Kwajalein Atoll of the Marshall Islands. The Almaack's boats were dispatched to the APA's to unload the assault troops and equipment. The unloading was accomplished with little difficulty by D plus 4 day. On D plus 6, she loaded aboard 22 L.V.T.s and crews and left in convoy for Funifutti in the Ellice Islands. From Funifutti she sailed to Guadalcanal, Solomon Islands --- arriving February 18. She unloaded the L.V.T.s and crews and proceeded to Noumea, New Caledonia. There the crew was given liberty after a job well done in the invasion of the Marshalls.

In Noumea, it was not all play, however. Firing and landing exercises were conducted several times before the ship left the French Colony March 7. Traveling in convoy, the ship stopped at Gaudalcanal, Tulagi, Funafutti, and Canton Islands, where she loaded. The latter stop providing a bit of ticklish navigating for the entry into the harbor. The Almaack was the largest ship to enter the harbor (April 3, 1944) -- it being a difficult passage due to its extremely narrow entrance and an eight knot current. From Canton, the Almaack proceeded to Honolulu, where she discharged her cargo. She then went to Maui where she loaded combat Marines for the invasion of the Marianna Islands.

With Task Group 52.15, she left Honolulu May 29 ---- Destination Saipan. En route, the convoy stopped at Eniwetok atoll until June 11. The Group arrived in the transport area off Saipan on D day. The Almaack hoisted her landing craft into the water and loaded medium tanks into them. Thus becoming the first ship of her type to combat load medium tanks for any invasion. Due to the extensive coral reefs surrounding the assault beaches, the boats had to pass through a narrow channel in the reef. While proceeding through this channel, one of the Almaack's boats (L.C.M #3) was hit by enemy shell fire. One crew member was killed, the others wounded.

An enemy air attack developed the first day. But the planes were driven off. Due to the limited beach for unloading purposes and the event of more air attacks, the transports retired for the night. They returned to the beaches the next morning, but there was still too much congestion. So the Almaack, with several other ships, retired until the 21 of June. Unloading operations were completed by June 24 and the ship left for Eniwetok. From Eniwetok, the Almaack proceeded independently to Pearl Harbor to load for her third invasion of the Pacific. While she was being loaded at Honolulu, Lt. Comdr. C.O. Hicks, the executive officer, relieved Commander J.Y. Dannenberg as commanding officer. Three days later (June 9), in company with Transport Divisions 18 and 28, the ship left for the invasion of Guam --- carrying on board men and equipment of the 77th Infantry Division. At Eniwetok the Almaack became part of Task Group 53.19, and proceeded to Guam.

The morning of D day, the Almaack was in the transport area west of Orote Peninsula. No cargo was discharged the first day and the ships retired for the night. Early the following morning, the ships were back in the transport area. Their boats were hoisted into the water and unloading

commenced. The numerous coral formations jutting out into the water prevented the boats from reaching the beaches. This necessitated the lashing together of life rafts to float cargo over the reefs to the beaches. It was only with these rafts, rubber boats, DUKS, and L.V.T.s that the troops were supplied at Agat. Most of the unloading was done in the day time as the ships retired at night. On July 29, The Almaack left Guam for Eniwetok — then on to Pearl Harbor. There on the 24th of August, she went into dry dock to have her bottom sand-blasted and painted. With this accomplished, men and equipment of the 96th. Infantry Division were loaded for the Almaack's fourth amphibious operation of the Pacific. After the loading, she participated in amphibious maneuvers at Maui. September 1945, she left Hawaii for a rendezvous at Eniwetok before proceeding for the landings on Yap Island in the Carolines. However, this operation was canceled and as part of Task Group 33.2 she sailed for Manus Island in the Admiralty Group. On October 2 the Almaack crossed the equator for the fifth time since her commissioning. Many "Polywogs" being on board, King Neptune's men held "field day" — initiating the fresh water "creatures" into the "noble and ancient" Order of King Neptune. It was indeed a bruised and battered crew that arrived at Manus a day later.

During her stay at Manus, the Almaack furnished boats for the provisioning of the fleet. Day and night were spent in preparing for the largest of the Pacific invasions to date. Changes were made in operation plans; six of the Almaack's L.C.V.Bs were transferred temporarily to L.S.T.s. In return she received aboard, for the first time, 6 L.C.S.s (Rocket Guide Boats) to lead the first waves of L.V.T.s to the beach.

She left Manus October 14, for the "return" to the Philippines. In company with Task Group 79.2, the Almaack maneuvered and exercised at emergency drills past recently taken Pelelieu and on to Leyte Gulf, Philippine Islands. Many an Officer of the Deck lost sleep and hair because of such night maneuvers as the "Golden Gate Plan." It was almost a relief to think about a nice quiet invasion, rather than the dangers of traveling in a closely formed convoy, loaded with high explosives, and completely blacked out.

"A" day was October 22. Early in the morning, the convoy entered the gulf. Mine sweepers and escort vessels were dashing feverishly about exploding mines and investigating sound contacts. The transports passed on to the anchorage area with no trouble — aside from a few tangled paravanes. The boats were hoisted into the water. The Almaack's LCVP's were used as guides for the first waves and her L.C.M.s carried tanks that formed the sixth and seventh waves. One of her LCVP's (#13) was hit twice by enemy shell fire while discharging cargo on the beach. The crew was unhurt except for minor scratches and continued to operate as crew members of other boats.

The weather and location being ideal, a smoke screen proved very effective — enemy aircraft could not see the ships nor could the ship see the planes. It was not uncommon for a boat to become separated from the ship and be hopelessly lost in the dense smoke. Nor was all "rosey" on deck. Many crew members were overcome by the thick smoke and required first aid treatment. By October 22 (A plus 2), the Almaack was completely unloaded — having discharged 2450 tons in fifty-four hours forty-eight minutes, for a new record. She left Leyte and arrived at Humboldt Bay, Dutch New Guinea on October 27. After a few days there, the Almaack arrived at Morotai Island in the Molucca Group November 5. The first sight of Morotai was marked by an intense blanket of anti-aircraft fire. This continued sporadically during the entire loading. Everyday the crew was forced to leave their loading stations to man their guns as enemy planes appeared. Much of each night was spent at General Quarters stations. It was with a sigh of relief that Morotai

was left behind for Leyte. However, the feeling of relief was not long lived. One day out from Leyte, enemy aircraft were reported in the vicinity. All hands went to their battle stations. Soon a single plane approached the convoy. It skirted the screen and entire convoy and then began its torpedo run. For a few moments, it appeared as if the attack were directed at the Almaack. But the plane leveled off and headed for the U.S.S. Catskill -- the ship directly astern of the Almaack. The plane dropped its torpedo and attempted to suicide into her target. All guns on favorably located ships were brought to bear on the plane. Due to the hail of lead, the wing of the plane disintegrated and the plane crashed into the sea --- a scant few feet astern of the Catskill. Approximately at the same time, the plane's torpedo passed ahead of the Catskill and astern of the Almaack. Nor was that all the excitement for the night. Early in the evening, enemy planes circled overhead dropping flares in a desperate attempt to locate the convoy.

Unloading operations were begun upon arrival at Leyte. Enemy planes appeared frequently throughout the nights to interrupt the unloading. The ship was back at Hollandia, New Guinea by November 19. There, on November 22, the Captain held meritorious mast. Awards were made to three officers and five enlisted men for meritorious service performed at Saipan. On November 26, the Almaack left for the Solomon Islands. She arrived Empress Augusta Bay, Bougainville November 30. Loading began immediately -- this time without docks or piers. The ship was loaded by hauling the cargo from the beach to the ship in landing craft. By the 4th of December, the loading of men and equipment of the 37th Infantry Division was completed. Soon after the Almaack, in company with Task Group 79.1, left Bougainville for two day landing maneuvers at Lae, New Guinea. By December 21, the Almaack was back at Manus. On Christmas Day, meritorious mast was again held. Six men received Purple Heart awards for wounds received in action against the enemy. After the awards were made, the crew relaxed at a smoker where the Almaack's boxers won a fair share of "wins".

The last day of 1944, the Almaack left Manus for her second major invasion of the Philippines. The route taken led through Surigao Strait into the Mindanao Sea, through the Sulu Sea, and into the China Sea. It was on January 6, in the Mindanao Sea just south of the island Bohol, that the convoy encountered the first enemy aircraft. One "Zeke" streaked across the convoy with four Corsairs in hot pursuit. As soon as they cleared the convoy, the American planes opened fire and the Jap plane crashed into the sea. A good portion of the night was spent at general quarters stations because radar reported enemy planes in the vicinity. On January 8, soon after entering into the South China Sea, the convoy again came under attack of enemy planes. Two Jap twin-engine planes dived out of the sun. They dropped bombs that splashed into the water a few yards from the Almaack. No damage was done to the ship as the bombs did not detonate. That evening enemy planes returned. Four of the Jap planes were shot down by the planes of the escort screen as they approached the convoy. One broke through the screen and suicided into an escort carrier. A fifth Jap plane approached the convoy. All the ships that could bring their guns to bear, opened fire. The plane plunged downward and the sea claimed another Kamikaze kid.

The morning of the ninth (S-day), the Task Group entered Lingayen Gulf. Even as the boats were being hoisted into the water, enemy planes appeared. They were soon brought under fire. One suicided into the U.S.S. Columbia and one was shot down by the fighter patrol. The first waves hit the beaches on time. Unloading progressed favorably in spite of the fact that the crew spent considerable time at their battle stations. At night smoke plan was again put into effect. The smoke screen proved equally advantageous to the



enemy on this occasion. For in the cover of the smoke, Japs sneaked among the ships with P.T. boats, suicide boats, and swimmers carrying dynamite charges. Unloading operations were ceased at night to prevent the mistaking of landing craft for enemy boats. The ship stationed armed picket boats circling the ship to ward off any would-be attacker. Sparadically throughout the night, one could hear the chatter of machine-gun fire as some alert boat crewman fired at a floating object --- a suicide swimmer perhaps. By January 12, the Almaack had finished unloading and left Lingayen. But it was not all smooth sailing. The first morning out from Lingayen, a Jap plane dived out of the sun into the superstructure of the lead ship in the outboard column. Some of the crew were either blown overboard or they jumped over. The ships in the convoy maneuvered to miss them as one of the ships of the screen came in and picked them up.

From January 15 to 19, the Almaack anchored in Leyte Gulf. Every so often her safety was endangered by the appearance of enemy aircraft. The Almaack arrived at Ulithi Atoll, Caroline Islands on January 23. Much of the time there, her boats were busy provisioning ships of the fleet. The Captain held Meritorious Mast on the last day of January. Letters of commendation were made to four boat coxswain and a bronze star medal to another.

February 6, the Almaack left "The Paradise of the Pacific" for Guam where she loaded elements of the Third Marine Division. She remained at Guam until February 17, when she left in convoy for Iwo Jima. For three days the convoy milled about in area "Porch" --- approximately one hundred and twenty-five miles southeast of Iwo Jima. On February 22 and 23, the convoy pulled into the transport area just off the beaches of Iwo --- only to retire again. Due to the congested condition of the beaches, the Almaack's unloading was delayed until the twenty-fourth. That morning all boats were put into the water and were dispatched to the APA's to unload the assault troops. Only the L.C.M.s were allowed on the beaches because of the heavy surf. From February 24, until March 3, the Almaack unloaded in the daytime and retired at night. When all priority cargo was unloaded, she took on empty shell cases from the destroyers and cruisers. March 6, she left for Saipan --- leaving three boats stranded on the beaches and the others badly battered by the surf. She stopped one day at Saipan, then sailed on to Guam where the remainder of the cargo was unloaded. From there she headed for Tulagi, Solomon Islands. Upon arrival, new boats were drawn to replace those lost and beyond repair. She remained one day at Guadalcanal, then sailed on to Noumea, New Caledonia as part of Transport Squadron 11. In Noumea, the crew enjoyed its first liberty (such as it was) in seven months.

On April 10, the Almaack began taking on men and equipment of the 81st Infantry Division for the invasion of Okinawa. however, plans were changed and the combat load was shifted about to become a straight cargo load. After six weeks at New Caledonia, the Almaack again headed for Manus. There was only a one day stop-over at Manus, then on to Leyte where the troops and equipment were disembarked. It was good news to the crew that they did not have to make the trip to Okinawa. Nor was that the only good news that was rumored about the decks of the Almaack. After months of expectant waiting, the message finally arrived --- the ship was to return to Pearl Harbor then on to the United States. She left Leyte on the 26th. of May -- traveling independently. On June 6, she arrived at Pearl Harbor but for a stop of only nineteen hours. After what seemed years of absence, the Almaack finally returned to the United States --- a land she left 17 months previously. The spirits of the crew soared high as the ship passed beneath the Golden Gate Bridge the morning of June 13.

After discharging all ammunition at Mare Island, the Almaack moored at the AmShip Co. , Alameda, California to undergo alterations and repairs. Half the officers and men were given twenty-six days leave commencing June 15. When they returned, the remaining half went on leave.

The time passed all too quickly. The repairs progressed with greater speed than was anticipated. Only three days after the ship came out of dry dock, she moved to the Naval Supply Depot and commenced taking on supplies for another trip to the South Pacific. By August 21, the Almaack was loaded and a day later left for Samar Island in the Philippines. The war's end made little difference to her. For only a few with sufficient points were transferred.

While underway, on September 6, a message was received canceling all blackout restrictions. For the first time in her career as a Navy ship, the Almaack ran with lighted ship --- the navigational lights burning at full brilliancy. September 10, she arrived at Samar. But she waited until ten days later to begin her unloading. On September 22, the Captain again held meritorious mast. He gave letters of commendation to one officer and three boat crewmen for action in the Leyte operation.

After discharging only a small part of her cargo at Samar, the Almaack sailed to Subic Bay. She arrived the 26 of September, but waited until October 9, to commence unloading.

Some pertinent facts about the Almaack are:

Since her commissioning, she has been in 43 different ports from Reykjavik, Iceland to Algiers, North Africa; and from Iwo Jima to Noumea, New Caledonia; her travels in the Pacific as a Navy ship have covered approximately 75,000 miles; she has 50,000 miles to her credit in Atlantic waters --- for a total of 125,000 miles or five times around the world; her wanderings have taken her across the equator twelve times and across the international Date Line nine times; she has participated in seven major amphibious invasions --- carrying over one and one half million cubic feet of cargo.

Corrections and Additions

Page 1 - Paragraph 2 - Line 9, should read as follows: Port of Spain, Trinidad.

Former Captains of this ship are as follows:

Captain T.R. COOLEY, USN.  
348 East Main St.  
Grass Valley, California

Commander Chester L. NICHOLS, USN.  
512 Broadway  
Newport, Rhode Island

Commander Hugh B. MC LEAN, USN.  
207 Eight St.  
Orange, Texas

Commander John Y. DANNENBERG, USN.  
532 North 13th St.  
Muskogee, Oklahoma

Present Captain

---

Commander Clyde O. HICKS, USNR.  
853 Santa Cruz St.  
San Pedro, California

Dead Heroes of the Torpedoing.

BROWN, G.K. F3c, 620 11 60, USNR, Carrall, Iowa.  
KEEFE, F.A. Jr., Flc, 405 11 62, USNR, Philadelphia, Pa.  
KRAMER, H.J., MM2c, 404 86 22, USNR, Philadelphia, Pa.  
VERGILIO, D., F2c, 406 91 44, USNR, St. Petersburg, Florida.

Killed in the Saipan Invasion.

CAMERLINCK, Bernard V., 956 88 86, USNR, Independence, Missouri.

Letters of Commendation for Leyte Operation Sept. 22, 1945.

Lt. Raymond D. WILLMOTT, USNR, Weehawken, New Jersey.  
BOLLINGER, Glenn E., MoMM2c, USNR, Altoona, Pa.  
MANCILL, Floyd E., MoMM2c, USNR, Mobile, Ala.  
STOKES, Harry F., Cox, USNR, Macon, Ga.

Meritorious Mast for action at Saipan Nov. 22, 1944.

Lt(jg) Raymond D. WILLMOTT. Navy Marine Corp Medal. Weehawken, N.J.  
Lt(jg) Salvatore R. PAVIS. Letter of Commendation. New York, N.Y.  
Lt(jg) Louis J. REED. Letter of Commendation. Long Island, N.Y.

Letters of Commendation for action at Saipan Nov.22,1944.

MC GOWAN, John J., MoMM2c, USNR, Boston, Mass.  
BROWN, Raymond O., MoMM3c, USNR, St Louis, Mo.  
ELLIOTT, John W., Slc, USNR, West Haven, Conn.  
STIMMLER, Harvey J., S2c, USNR, Phoenix, Arizona.  
BARBERENA, Lucien P., S2c, USNR, Bakersfield, Calif.

Awarded Purple Heart for action against the enemy Dec.25,1944.

STIMMER, Harvey J., S2c, Phoenix, Arizona.  
MC GOWAN, John J., MoMM2c, Boston, Mass.  
BOWLEY, Donald J., S2c, Flagstaff, Arizona.  
HAFEMANN, Harvey L., BM2c, USN, Green Bay, Wis.  
MC COOL, William A., Slc, Oklahoma City, Okla.  
SUCKLE, Thomas J., SM3c, USNR, San Francisco, Calif.

Letters of Commendation for Guam Operation Jan. 31.

DAGLE, Walter S., Cox, USN - Bronze Star Medal, Souix, Iowa.  
CUSTER, Dean D., Cox, USNR, Norfolk, Neb.  
NEATHERY, Wildon R., Cox, USNR, Muncie, Ind.  
SMITH, Shelby R., Cox, USNR, Long Beach, Calif.  
MORRIS, Glenn H., Cox, USNR, Rome, Ga.



AKA10/A9  
Serial 307

U.S.S. AIMLACK

No. 0M-75-44  
U.S. No. 8 430

27 June 1944.

**CONFIDENTIAL**  
**SECRET**

From: Commanding Officer.  
To : Commander Task Force FIFTY TWO.  
Via : Commander Transport Division TWENTY SIX.  
Commander Transport Group BAKER  
  
Subject: U.S.S. AIMLACK (AKA10) - Report on Participation  
in Invasion of SAIPAN.

Enclosure: (A) Boat Employment Tables. -p.9  
(B) Medical Officer's Report. -p.31  
(C) Beachmaster's Report. -p.34  
(D) Boat Group Commander's Report. -p.36  
(E) Report on Barrel Room. -p.39

1944 AUG 8 16

COMMANDER-IN-CHIEF  
FLAG OFFICE  
RECEIVED

I - Preparation

1. The orders and directives for the operation against Saipan were so well-conceived and complete in all respects, from the high echelons to the transport divisions, that it would appear neglectful not to apply these principles of advance and thorough planning through the ship to the individuals who actually perform the tasks, the enlisted men in the boats and on the ship. This was done. With such a wealth of information, the ship was enabled to formulate detailed plans well in advance. For example, in this operation the AIMLACK was required to have eight medium tanks loaded in tank lighters and at the line of departure at H + 15 hour, and there was some question as to whether this hour could be met. The fact that it was done is due solely to advance thought and planning whereby at least two hours was saved.

2. A schedule for the ship's work and preparations was drawn up commencing D-7, which included the location of boats, the rigging of booms, the opening of hatches, and general ship's work. This schedule was observed. Unexpectedly, the boats received unusually rough usage during provisioning at Eniwetok, but repairs were made and all boats were again in excellent condition by D-Day.

3. The charts and maps furnished with the operation orders, together with a relief map of Saipan obtained in Pearl, were used to construct greatly enlarged sections of the island, Blue beaches and the approaches. Full details were shown, even small models to represent the various control boats, tenders, gas boats, and initial waves of LVT's and LCM's carrying tanks.

80752

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Beginning at D-7, the officers, (all of whom had previously read all directives), were instructed in the topographical features of the landing and then they in turn explained the models to their own divisions, even the butcher and the baker. Finally, the last two days, D-2 and D-1, were devoted to briefing the boat crews. Also, each boat crew was instructed in its own duties, and the coxswains were given general information sheets covering all contingencies.

4. In Maui, it was reported that the tanks weighed 32 tons, not too great a lift for 30 ton booms tested dynamically to 45 tons and statically to 67 tons. It was surprising then, on D-1 day, that the Commanding Officer was informed by one of the tank officers that in its present serviced and fully equipped condition, each General Sherman weighed almost 38 tons.

5. The tanks were loaded into the square of hatches Nos. 2, 3, and 5. Practice unloadings to tank lighters in the calm water of Pearl Harbor and again in the choppy sea off Maui during the training exercises were successfully made. To avoid too much juggling and consequent loss of time, and to enable the tanks to be centered exactly in the tank lighters, (which is absolutely essential), four (4) wedges were constructed for each tank lighter and secured to the sides, two on each side, to act as guides in centering tanks. The idea is 100% correct, and the construction was intentionally fragile so that the wedges would readily carry away but the wedges were made too light for the swell off Saipan so that in the operation they were only 74% effective. The next time the wedges will be constructed of 1" and 2" lumber and strongly secured to the tank lighters.

6. On leaving Eniwetok, the following boats were on board: 1 LCC, 7 LCM(3)'s, 9 LCVP's, 1 LCPL and 1 Bowser boat. As a result of the preparations, on arrival in the transport area on D-Day, the ALMAACK was in the following condition: Hatches Nos. 2, 3, and 5 open; 1 LCVP at the rail on each side of #1 hatch; 1 LCVP at the rail on each side of #2 hatch; 2 LCM(3)'s over #2 hatch; 1 LCVP at the rail starboard side #3 hatch; Bowser boat at the rail port side #3 hatch; 1 LCC and 1 LCM(3) over #3 hatch; 1 LCPL at the rail starboard side #4 hatch; 1 LCVP at the rail each side #5 hatch; 2 LCM(3)'s over #5 hatch; 2 LCVP's at the rail starboard side #6 hatch; 2 LCM(3)'s over #6 hatch. The plan called for five (5) pre-loaded boats to be away immediately. These boats were hung at the strongest booms (1 at a 10-ton and 4 at 30-ton booms), and were loaded the

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evening of D-1.

11 - D-Day

7. Boats were called away on arrival in the transport area at 0533 (all times KING). The last tank lighter hit the water at 0552 (19 minutes). Due to the slight ground swell which exerted a pronounced effect on the tank lighters alongside, the wave of eight (8) tank lighters, each carrying a medium tank (one tank lighter was from the SUMTER), did not leave the ship until 0711, which, of course, enabled the wave to reach the line of departure well before H-Hour. The five (5) pre-loaded boats had already been dispatched and arrived at the CALLAWAY before 0600. The two smoke boats had been previously equipped and were on station at 0545. The two control boats, the LCPL and 1 LCVP, reported for duty near the line of departure at about 0610, and the LCC arrived about 10 minutes later. An unexpected difficulty arose in connection with the Bowser boat, and that was the length of time required to fill its 550-gallon tank. Gasoline was on deck and the drums in racks designed for that purpose, and two hoses were used alternately to avoid delay in shifting one hose from one drum to another. Nevertheless, over two hours was required to place the bowser tank in the bowser boat (the boat cannot be hoisted with the tank in place), and to run down ten drums of gasoline, even with 5 pounds of air pressure in the drum. As a result, the bowser boat left the ship 0808 and arrived at the LVT area at about 0900.

8. During the balance of the day, only supplies which were called for were sent in.

9. About noon the first report reached the ship that LCM(3) No. 3, loaded with a medium tank, had been hit by an enemy shell at a point between the two .50 caliber machine guns, where it exploded. CAMERLINCK, Bernard Victor, Sr., 956 88 86, S2c, V-6, USNR (SV), was killed outright, and the following were injured: STIMMLER, Harvey John, 555 55 48, S2c, V-6, USNR; McGOWAN, John James, 607 44 67, MoMM2c, V-6, USNR; ECKER, George Albert, 258 54 69, Cox., USN. Also three (3) marines of the tank crew were reported injured. Of the LCM crew, BARBERENA, Lucien Pete, 565 76 80; S2c, V-6, USNR alone escaped injury. The engines of the LCM, as well as the after structure, were demolished, but it was successfully beached and the tank rolled out and placed in service. The following

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day the tank lighter sank when under tow back to the ship. Account as to the source of the enemy fire disagree, whether it was mortar fire from Saipan, or artillery fire from TINIAN.

10. At 1816 the ship retired for the night in company with CTF 52 and Transport Group "BAKER". During the retirement and before clearing the transport area, an enemy air raid occurred. The ship went to general quarters at 1826. A voice transmission was received from DTF 52 for transports to fire on enemy planes when they came within range. Two rounds each of 5" and 3" ammunition were fired by the ALMAACK with no apparent results. The ship secured from general quarters at 1953.

III - D/1 DAY

11. Upon return to Saipan the following day, work was immediately started on the "automatic unloading" plan. The first boat was secured alongside and loading commenced at 0801. At 0828 LCT No. 997 secured alongside and unloading to her was begun. Automatic unloading and unloading of supplies called for was continued throughout the day and until 0344 on D/2 at which time an interruption occurred, caused by an enemy air raid and the ship went to general quarters, securing and resuming unloading at 0410, D/2 Day.

IV - D/2 DAY

12. The unloading on D/2 followed the same general pattern as D/1, except that no LCT was available.

13. At 1400 D/2 the ALMAACK hoisted in all boats in the vicinity and again retired in company with CTF 52 and Transport Group "BAKER", remaining underway until the afternoon of D/6, on which date the ships in company returned to Saipan to resume unloading.

V - D/7 DAY

14. Upon arrival in Saipan area on D/6 and anchoring, general unloading was resumed at 1757. During the evening desultory enemy artillery fire from Tinian was directed at the transport anchorage. One shell was a near miss; it landed about 800 yards to port and was clearly heard as it passed the ship. At 0117 on D/7 unloading was again stopped by an air raid but was resumed at 0216 and



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continued uninterrupted the remainder of the day. At 2340 general quarters was again sounded, due to the presence of enemy aircraft, and unloading was resumed at 0151, D/8. Executed smoke plan on two occasions when enemy planes were near.

VI - D/8 DAY

15. General unloading on D/8 until 1813. Also on this date, 45 tons 6" ammunition was unloaded to the ST. LOUIS and to the HONOLULU alongside the port side in succession, and empty powder cases received from them. Due to the excessive surging, some damage to the superstructure on both the ALMAACK and ST. LOUIS was sustained, and the starboard forward 40mm gun sponson of the ST. LOUIS damaged shell plating of ALMAACK and frames Nos. 67 to 70 inclusive. Before the HONOLULU came alongside, ALMAACK had put on a four degree list to starboard, which completely eliminated similar damage.

16. At the ship's request, the CAMBRIA sent an experimental barrel boom to the ALMAACK for trial. The report of the officer in charge is enclosed as enclosure (E). At 1813 all boats at the ship were hoisted and the ALMAACK retired in company with CTF 52 and Transport Group BAKER.

VII - D/9 DAY

17. The retirement group returned to anchorage and unloading was resumed by ALMAACK at 0809, D/9. The remainder of the cargo and troops were unloaded on this day. Also, all excess smoke floats and pots were transferred to LST 275, and all casualties were transferred as follows:

- 6 Red to U.S.S. RELIEF
- 16 Blue to U.S.S. SAMARITAN
- 17 White to Morocco ashore
- 3 Returned to own commands for full duty.

VIII - PORT COMPANY

18. On 1 May 1944 at Maui, two platoons of the 311th Port Company, U.S. Army, were embarked. As the ALMAACK has but two compartments designated as crew's living spaces, and as heretofore troops embarked have been berthed in these compartments with the crew, some apprehension was felt concerning the mingling of two races in the same compartment. Happily, such fears were absolutely groundless. Promptly on arrival on

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board the Port Company was assigned to holds and general quarters stations. They were kept as busy as conditions permitted. At the beginning of the unloading phase they turned to with a surprising alacrity and they continued as fine and willing workers until the ship was completely unloaded.

19. It is absolutely essential that ships of the AKA type be provided with labor troops to remain in the ship until unloading is completed, if the AKA is to be ready to sail with the APA's of her division. This has been stressed by the undersigned several times in the past, and it is now most gratifying to be able to report the great increase in unloading efficiency and consequent reduction in time in the transport area thereby occasioned. In Kwajalein more boats were available, unloading at the beach was not so dependent on the tide, and but few marines were available before they were entirely disembarked to assist the ship's company. At Kwajalein, 123½ hours were required. At Saipan, with fewer boats, and with unloading at the beaches possible only at high tides, but with the Port Company on board, unloading was completed in 79 hours. The tonnage in each case was about the same. It is strongly recommended that this practice of furnishing ships with labor battalions be continued.

IX - BOATS - LOSSES - TRANSFERS - RECEIPTS.

20. Losses. 1 LCM (3) (Ship No. 3) was lost as result of enemy action, as described in paragraph II above. 1 LCVP (Ship No. 11) was in collision with LCT No. 997 and was badly holed, was promptly beached on the reef, but was broken up by the surf. The boat was not salvageable and is classed as an operational loss. All readily removable gear, including guns, was salvaged.

21. Transfers. To Boat Pool.

- (a) 1 LCC - No. 39046 with 2 officers and 11 enlisted men.
- (b) 2 LCM(3) with 1 officer (Boat Group Commander), 3 enlisted men for administrative Boat Pool duty and 8 enlisted men for crews in Boat Pool.

To U.S.S. BALLARD

- (a) 1 Bowser Boat, complete.

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U.S.S. ALMAACK

Subject: U.S.S. ALMAACK (AKA10) - Report on Participation in Invasion of SAIPAN

- 22. Receipts 2 LCM(3)'s and 12 enlisted men for U.S.S. BELLATRIX (AKA3)  
1 LCM(3) and 10 enlisted men for U.S.S. WINGED ARROW (API70)

X - CASUALTIES

23. Casualties sustained by personnel of this vessel are as described in paragraph 11 above, with the exception of one man, a member of the LCC crew, who was wounded by shrapnel.

XI - AWARDS AND COMMENDATIONS

24. Individuals who performed acts meriting awards or commendation are being recommended in separate correspondence.

XII - DEPARTURE

25. All unloading having been completed, all troops and Boat Pool personnel having been transferred, the ALMAACK sailed at 1754 D-9 with designated units of Transport Group BAKER for Eniwetok. At 1928 during the air raid on the transport area the transport group and escort ships executed the smoke plan while maneuvering.

XIII - GENERAL

26. For the general unloading, the ALMAACK was fortunate in being assigned closest to the boat channel. This was perhaps the reason that many boats belonging to ships which had sailed or retired seemed to gravitate to the ALMAACK. Several boats with casualties called first at the ALMAACK and regretfully had to be sent elsewhere because the ship was filled to capacity. The large number of other ship's boats used in unloading will be noted in enclosure (A). Crews of these boats were given meals on each trip, repairs were made to their boats and their boats were fueled. I have never seen a finer or more willing group of boat crews than in this operation. It was most gratifying to see empty boats come to the ship and ask for a load. To my mind, the boat crews cannot be given too much credit for the part played by them which contributed so tremendously to the success of the operation.

27. Enclosure (A) shows that an average 24 tons of cargo were unloaded per hour as summarized below:



U.S.S. ALMARCK

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SECRET

Subject: U.S.S. ALMARCK (AKA10) - Report on Participation  
in Invasion of SAIPAN.

D-DAY	- 15 June	- 0533-0710	1625-1816	3 hr. 28 mi.
D/1	- 16 June	- 0801-1755		9 hr. 54 mi.
D/2	- 17 June	- 0000-0344	0410-1410	13 hr. 34 mi.
D/6	- 21 June	- 1757-0000		6 hr. 03 mi.
D/7	- 22 June	- 0000-0117	0216-2340	21 hr. 24 mi.
D/8	- 23 June	- 0151-1813		16 hr. 22 mi.
D/9	- 24 June	- 0809-1654		<u>8 hr. 45 mi.</u>

Total time of Cargo Operations 79 hr. 30 mi.

79.5 hrs. spent in discharging 1900 tons.

Aver. tons/hour - 24.

XIV - RECOMMENDATIONS

28. The Commanding Officer has no recommendations to submit other than as listed in paragraph 19.

XV - ENCLOSURES

29. Enclosures as listed in the heading are forwarded herewith.

J Y DANNENBERG

8 450

## SHIP'S BOATS

LCM NO. 2

REPORTEE	DEPARTED	DESTINATION	RETURNED
<u>"D" DAY (3 Hrs. 28 Min.)</u>			
0543 1830	0711 1840	(C) LINE OF DEPARTURE LST AREA	1830 0727 D Plus 1 Day
<u>"D" Plus 1 Day (9 Hrs. 54 Min.)</u>			
0727 1755	0854	PC-581 (C) ABOARD FOR REPAIRS	1755
<u>"D" Plus 2 Day (13 Hrs. 34 Min.)</u>			
<del>1755</del> <del>0754</del> 0754 1600	<del>0205</del> <del>0805</del> 1211 1700	(C) PC-581 (C) PC-581 HOILSTE ABOARD SHIP	0754 1600
<u>"D" Plus 6 Day (6Hrs. 03 Min.)</u>			
1747 1905 2050	1830 1942 2323	(C) PC 1455 (C) PC 1455 (C) LCC 46	1905 2050 0853 D Plus 7 Day
<u>"D" Plus 7 Day (21 Hrs. 24 Min.)</u>			
0853	1334	(C) LCC 46	0732 D Plus 8 Day
<u>"D" Plus 8 Day (16 Hrs. 22 Min.)</u>			
0732 0935 1134 1244	0828 1000 1212 1337	LEON CALLOWAY (C) LCC 46 (C) LCC 46	0935 1134 1244 0815 D Plus 9 Day
<u>"D" Plus 9 Day (8Hrs. 45Min.)</u>			
0815 0915 0957 1150	0840 0925 1032 1743	(C) LCC 46 (C) LCC 46 (C) LCC 46 HOISTED ABOARD SHIP	0915 0957 1150

TOTAL TRIPS--15--

BREAKDOWNS--- 1--

TOTAL CARGO TRIPS--13--

AV. TIME PER TRIP--3 Hrs. 7 Min.

TIMES CARGO WORKED INDICATED EACH DAY  
(C) DENOTES CARGO TRIP

SHIP'S BOATS

LCM NO. 3

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
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"D" DAY

0550	0711	(C) LINE OF DEPARTURE	LOST IN ACTION REPORTED AT 1220
------	------	-----------------------	------------------------------------

TOTAL TRIPS --1--  
 BRKADOWNS --0--  
 TOTAL CARGO TRIPS --1--

TIMES CARGO WORKED INDICATED EACH DAY  
 (C) DENOTES CARGO TRIP

## SHIP'S BOATS

LCM NO. 4

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
<u>"D" DAY</u>			
0552	0711	(C) LINE OF DEPARTURE	0855 D Plus 1 Day
<u>"D" Plus 1 Day</u>			
0855	1005	(C) PC-581	1152
1152	1200	ABOARD FOR REPAIRS	1440
1440	1702	(C) PC-581	1853
<u>"D" Plus 2 Day</u>			
1853	0646	(C) PC-581	1905 D Plus 6 Day
<u>"D" Plus 6 Day</u>			
1905	1930	(C) PC-1455	2045
2045	2045	ABOARD FOR REPAIRS	2235
<u>"D" Plus 7 Day</u>			
2235	0117	(C) LCC 46	0741
0741	0741	ABOARD FOR REPAIRS	0807
0807	1156	(C) LCC 46	2005
2005	2125	ABOARD FOR REPAIRS	0600 D Plus 8 Day
<u>"D" Plus 8 Day</u>			
0600	0705	(C) LCC 46	0924
0924	0927	LEON	1017
1017	1019	PIERCE	1148
1148	1355	(C) LCC 46	0756 D Plus 9 Day
<u>"D" Plus 9 Day</u>			
0756	0813	(C) ABOARD FOR REPAIRS	1015
1015	1500	HOISTED ABOARD SHIP	

TOTAL TRIPS --11 --  
 BREAKDOWNS -- 5 --  
 TOTAL CARGO TRIPS --10 --  
 AV. TIME PER TRIP -- 2 Hrs. 55 Min. --

TIMES CARGO WORKED INDICATED EACH DAY  
 (C) DENOTES CARGO TRIP

## SHIP'S BOATS

LCM NO. 5

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>T</u>	<u>RETURNED</u>
<u>"D" DAY</u>				
0543	0711	(C) LINE OF DEPARTURE		1459
1459	1515	ABOARD FOR REPAIRS		1720
1720	1841	(C) BC-581		0845 D Plus 1 Day
<u>"D" Plus 1 Day</u>				
0845	0910	ABOARD FOR REPAIRS		0959
0959	1443	(C) PC-581		0614 D Plus 2 Day
<u>"D" Plus 2 Day</u>				
0614	0646	(C) BLUE BEACH 2		1758
1758	1603	HOISTED ABOARD SHIP		
<u>"D" Plus 6 Day</u>				
1747	1831	(C) PC-1455		1857
1857	1918	(C) PC-1455		1950
1050	2027	(C) PC-1455		2250
2250	2305	(C) LCC 46		0936 D Plus 7 Day
<u>"D" Plus 7 Day</u>				
0936	1500	(C) LCC 46		0739 D Plus 8 Day
<u>"D" Plus 8 Day</u>				
0739	0825	CALLOWAY		0934
0934	0958	CALLOWAY		1128
1128	1157	(C) LCC 46		1218
1218	1220	ABOARD FOR REPAIRS		1246
1246	1430	(C) LCC 46		1232 D Plus 9 Day
<u>"D" Plus 9 Day</u>				
1232	1500	HOISTED ABOARD SHIP		
TOTAL TRIPS --13 --				
BREAKDOWNS -- 3 --				
TOTAL CARGO TRIPS --11 --				
AV. TIME PER TRIP -- 6Hrs. 48 Min. --				

TIMES CARGO WORKED INDICATED EACH DAY  
(C) DENOTES CARGO TRIP

SHIP'S BOATS

LCM NO. 6

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0551 1450	0711 1510	(C) Line of Departure SUMTER	1450 0725 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0725	0912	(C) PC 581	2147
		<u>"D" Plus 2 Day</u>	
2147 0815 1107 1525	0205 0820 1200 1700	(C) PC 581 Aboard for repairs (C) Blue Beach 2 Hoisted aboard ship	0815 1107 1525
		<u>"D" Plus 6 Day</u>	
1747 1930 2116	1835 2002 2308	(C) PC 1455 (C) PC 1455 (C) LCC 46	1930 2116 1057 D Plus 7 Day
		<u>"D" Plus 7 Day</u>	
1057	1438	(C) LCC 46	0906 D Plus 8 Day
		<u>"D" Plus 8 Day</u>	
0906 1102 1218 1305 1342 1810	0958 1129 1235 1309 1353 1818	LEON (C) LCC 46 (C) LCC 46 Repairs GALLOWAY (C) LCC 46	1102 1218 1305 1342 1810 0755 D Plus 9 Day
		<u>"D" Plus 9 Day</u>	
0755	0845	LCC 46	0941
DETACHED TO BOAT POOL - SAIPAN IS.			

TOTAL TRIPS -- 15  
BREAKDOWNS -- 2  
TOTAL CARGO TRIPS -- 11  
Average Time Per Trip - 5 hrs. 22 min.

Times Cargo Worked Indicated Each Day  
(C) Denotes cargo trip

SHIPS BOATS

LCM NO. 7

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
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"D" DAY

0551	0711	(C) LINE OF DEPARTURE	1506
1506	1514	ABOARD FOR REPAIRS	1743
1743	1745	CALLAWAY	1830
1830	1840	LST AREA	0725 D Plus 1 Day

"D" Plus 1 Day

0725	0809	(C) PC 581	1755
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"D" Plus 2 Day

1755	0205	(C) PC 581	1315
1315	1315	ABOARD FOR REPAIRS	1350
1350	1415	(C) PC 581	1640
1640	1700	HOISTED ABOARD SHIP	

"D" Plus 6 Day

1747	1831	(C) PC 1455	1900
1900	1943	(C) PC 1455	2101
2101	2322	(C) LCC 46	1037 D Plus 7 Day

"D" Plus 7 Day

1037	1438	(C) LCC 46	1252 D Plus 8 Day
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"D" Plus 8 Day

1252	1448	(C) LSD 2	0838 D Plus 9 Day
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"D" Plus 9 Day

0838	0901	(C) LCC 46	0926
DETACHED TO BOAT POOL - SAIPAN ISLAND			

TOTAL TRIPS -- 11 --

BREAKDOWNS -- 2 --

TOTAL CARGO TRIPS - 10

Average Time Per Trip -- 6 hrs. 48 min.

Times cargo worked indicated each day  
(C) Donotes cargo trip



SHIP'S BOATS

LCM NO. 8

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
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"D" DAY

0545	0711	(C) LINE OF DEPARTURE LEON	1450 1005 D Plus 1 Day
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"D" Plus 1 Day

0005	1118	ABOARD FOR REPAIRS	1440
1440	1510	CALLAWAY	1616
1616	1616	ABOARD FOR REPAIRS	0825 D Plus 2 Day

"D" Plus 2 Day

0825	1111	(C) BLUE BEACH 2	1725 D Plus 6 Day
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"D" Plus 6 Day

1725	1725	(C) PC 1455	0800 D Plus 7 Day
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"D" Plus 7 Day

0800	1130	(C) LCC 46	0815 D Plus 9 Day
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"D" Plus 9 Day

0815	0935	(C) LCC 46	1245
1245	1512	HOISTED ABOARD SHIP	

TOTAL TRIPS --7--

BREAKDOWNS --2--

TOTAL CARGO TRIPS --5--

Average Time Per Trip - 8 hrs. 27 min.

Times Cargo Worked Indicated Each Day  
(C) Denotes cargo trip

SHIP'S BOATS

LOVP NO. 9

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0537	0538	SUMTER	0730 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0730	0821	PC 581	1505
1505	1349	PC 581	1702
1702	1958	PC 581	0620 D Plus 2 Day
		<u>"D" Plus 2 Day</u>	
0620	0650	CAMBREA	0707
0707	0810	PC 581	1725 D Plus 6 Day
		<u>"D" Plus 6 Day</u>	
1725	1812	PC 1455	0827 D Plus 7 Day
		<u>"D" Plus 7 Day</u>	
0827	0934	BLUE BEACH 2	1000
1000	1210	(C) BLUE BEACH 2	1855
1855	2055	PC 1455	2115
2115	2115	PC 1455	0545 D Plus 8 Day
		<u>"D" Plus 8 Day</u>	
0545	0545	ABOARD FOR REPAIRS	1026
1026	1034	PC 1455	1722
1722	1730	PC 1455	0805 D Plus 9 Day
		<u>"D" Plus 9 Day</u>	
0805	0830	PC 1455	1455
1455	1605	HOISTED ABOARD SHIP	

TOTAL CARGO TRIPS --1  
 Average Time Per Trip --6 hrs. 45 min.  
 TOTAL TRIPS -- 14 --  
 BREAKDOWNS -- 1 --

Times Cargo Worked Indicated Each Day  
 (C) Denotes cargo trip

SHIP'S BOATS

LCVP NO. 10

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0537	0711	CALLAWAY	0720 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0720	0832	(C) PC 581	1557
1557	1624	(C) PC 581	1725 D Plus 2 Day
		<u>"D" Plus 2 Day</u>	
1725	1748	HOISTED ABOARD SHIP	
		<u>"D" Plus 6 Day</u>	
1747	1834	(C) PC 1455	2238
2238	2312	(C) LCC 46	1015 D Plus 7 Day
		<u>"D" Plus 7 Day</u>	
1015	1315	(C) BLUE BEACH 2	2235
2235	2325	(C) LCC 46	0757 D Plus 8 Day
		<u>"D" Plus 8 Day</u>	
0757	1240	KA - 4	1319
1319	1850	HOISTED ABOARD SHIP	
		<u>"D" Plus 9 Day</u>	
0815	1400	CAMBREA	1435
1435	1540	RELIEF	1655
1655	1744	HOISTED ABOARD SHIP	

TOTAL TRIPS --10--

BREAKDOWNS -- 0--

TOTAL CARGO TRIPS -6

Average Time Per Trip - 15 hrs. 8 min.

Time cargo worked indicated each day  
(C) Denotes cargo trip.

SHIP'S BOATS

LCVr NO. 11

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
<u>"D" DAY</u>			
0533	0711	(C) LINE OF DEPARTURE	1527
1527	1535	CALLAWAY	1552
1552	1840	LST AREA	0725 D Plus 1 Day
<u>"D" Plus 1 Day</u>			
0725	0820	(C) PC 581	1512
1512		SMOKE BOAT DUTY WITH ALMAACK	
<u>"D" Plus 2 Day</u>			
1512	1125	PC 581	1143
1143	1700	HOISTED ABOARD SHIP	
<u>"D" Plus 6 Day</u>			
1747	2135	BLUE BEACH 2	2315
2315	2315	ABOARD FOR REPAIRS	0100 D Plus 7 Day
<u>"D" Plus 7 Day</u>			
0100	1038	BLUE BEACH 2	1243
1243	1245	ABOARD FOR REPAIRS	1328
1328	1855	REPORTED LOST, DAMAGED BEYOND REPAIR	

TOTAL TRIPS --7--  
 BREAKDOWNS --2--  
 TOTAL CARGO TRIPS -2-  
 Average Time Per Trip - 7 hrs. 34 min.

Time Cargo Worked Indicated Each Day  
 (C) Jointed Cargo Trip

SHIP'S BOATS

LCVP NO. 12

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" Day</u>	
0533	1840	LST AREA	0720 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0720	0839	CALLAWAY	1000
1000	1455	BLUE BEACH 2	1758
		<u>"D" Plus 2 Day</u>	
1758	0735	CALVERT	0813
0813	1700	HOISTED ABOARD SHIP	
		<u>"D" Plus 6 Day</u>	
1747	1747	SMOKE BOAT DUTY WITH ALMARCK	
		<u>"D" Plus 7 Day</u>	
1725	1725	BLUE BEACH 2	1803
1803	1835	BLUE BEACH 2	1850
1850	2015	YELLOW BEACH 2	2103
2103	2215	YELLOW BEACH 2	2300
		<u>"D" Plus 8 Day</u>	
2300	2300	SMOKE BOAT DUTY WITH ALMARCK	
1850	1850	HOISTED ABOARD SHIP	
		<u>"D" Plus 9 Day</u>	
0815	0815	SMOKE BOAT DUTY WITH ALMARCK	
1751	1751	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 8 --  
 BREAKDOWNS --0 --

TOTAL CARGO TRIPS -0-

Time cargo worked indicated each day  
 (C) Denotes cargo trip

SHIP'S BOATS

LCVP NO. 13

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>REPORTED</u>
<u>"D" DAY</u>			
0537 1831	0538 1845	CALLAWAY LST AREA	1831 0720 D Plus 1 Day
<u>"D" Plus 1 Day</u>			
0720	0840	(C) PC 581	0703 D Plus 2 Day
<u>"D" Plus 2 Day</u>			
0703 0830 0945 1405	0705 0840 1112 1700	ABOARD FOR REPAIRS PIERCE (C) BLUE BEACH 2 HOISTED ABOARD SHIP	0830 0945 1405
<u>"D" Plus 6 Day</u>			
1747 2030	1840 2130	(C) PC1455 ABOARD FOR REPAIRS	2030 0106 D Plus 7 Day
<u>"D" Plus 7 Day</u>			
0106 0959 2015	0612 1338 2205	(C) PC 1455 (C) BLUE BEACH 2 (C) LCC 46	0959 2015 2245
<u>"D" Plus 8 Day</u>			
2245 0808	0732 1020	(C) BLUE BEACH 2 STORM KING	0808 0809 D Plus 9 Day
<u>"D" Plus 9 Day</u>			
0809 1019 1220	0833 1019 1500	(C) LCC 46 ABOARD FOR REPAIRS HOISTED ABOARD SHIP	1019 1220

TOTAL TRIPS -- 11 --  
BREAKDOWNS -- 2 --

TOTAL CARGO TRIPS -8-  
Average Time For Trip - 3 hrs. 38 min.

Times Cargo Worked Indicated Each Day  
(C) Jonotoc Cargo Trip

SHIP'S BOATS

LCPL NO. 14

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0533 1427	0533 1431	PC 531 PC 531	1427 2050 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
2050	2050	NO TRIPS FROM SHIP	
		<u>"D" Plus 2 Day</u>	
2050 0950	0737 1124	LINE OF DEPARTURE PC 531	1950 1725 D Plus 6 Day
		<u>"D" Plus 6 Day</u>	
1725	2045	PC 1455	0606 D Plus 7 Day
		<u>"D" Plus 7 Day</u>	
0806 1303 1434 1930	0606 1306 1435 1930	PC 1455 PC 1455 ABOARD FOR REPAIRS PC 1455	1303 1434 1930 0800 D Plus 8 Day
		<u>"D" Plus 8 Day</u>	
0800 0855 1105 1132 1450	0825 0855 1110 1315 1555	PC 1455 PC 1455 PC 1455 LEONARD WOOD ABOARD FOR REPAIRS	0855 1105 1132 1450 1308
		<u>"D" Plus 9 Day</u>	
1308 1145 1325 1452	0820 1145 1327 1744	PC 1455 LCT 993 BLUE BELCH 2 HOISTED ABOARD SHIP	1145 1325 1452

TOTAL TRIPS -- 15 --  
 BREAKDOWNS -- 2 --  
 TOTAL CARGO TRIPS -0-

Times Cargo Worked Indicated Each Day  
 (C) Don'tos Cargo Trip



SHIP'S BOATS

LCV# NO. 15

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0537	0530	CALLAWAY	0744 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0744	0316	(C) PC 501	1618
1618	1628	(C) PC 501	2118
		<u>"D" Plus 2 Day</u>	
2118	0205	(C) PC 501	1020
1020	1035	(C) BLUE BEACH 2	1610
1610	1700	HOISTED ABOARD SHIP	
		<u>"D" Plus 6 Day</u>	
1747	1912	(C) PC 1455	2325
		<u>"D" Plus 7 Day</u>	
2325	0050	(C) LCC 46	0743
0743	0003	(C) LCC 46	1032
1032	1133	(C) LCC 46	1213
1213	1530	(C) LCC 46	1830
1830	1940	YELLOW BEACH 2	0555 D Plus 3 Day
		<u>"D" Plus 3 Day</u>	
0555	0902	BLUE BEACH 2	0928
0928	1020	STORM KING	1637
1637	1637	ABOARD FOR REPAIRS	1715
1715	1724	(C) LCC 46	0755 D Plus 9 Day
		<u>"D" Plus 9 Day</u>	
0755	0327	CAMBREA	1007
1007	1500	HOISTED ABOARD SHIP	

TOTAL TRIPS --15--  
 BREAKDOWNS -- 1 --

TOTAL CARGO TRIPS -10  
 Average Tim. Per Trip - 5 hrs. 50 min.

Times Cargo Workd Indicated Each Day  
 (C) Denotes Cargo Trip

SHIP'S BOATS

LCVP NO. 16

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
<u>"D" Day</u>			
0537	0538	GALLAWAY	0720 D Plus 1 Day
<u>"D" Plus 1 Day</u>			
0720 1112	0812 1144 (C)	Aboard for repairs PC 581	1112 0754 D Plus 2 Day
<u>"D" Plus 2 Day</u>			
0754 1125 1145 1500 1725	0754 1137 (C) 1145 1500 1730	Aboard for repairs PC 581 Aboard for repairs Blue Beach 2 Hoisted aboard ship	1125 1145 1500 1725
<u>"D" Plus 6 Day</u>			
1747 2238	1835 (C) 2238	PC 1455 Aboard for repairs	2238 0718 D Plus 7 Day
<u>"D" Plus 7 Day</u>			
0718 1035	1752 (C) 1500 (C)	LCC 46 LCC 46	1035 0815 D Plus 9 Day
<u>"D" Plus 9 Day</u>			
0815 1500	0815 1500	Aboard for repairs Hoisted aboard ship	1500

Total Trips -- 7  
Breakdowns -- 5

Total Cargo Trips - 5  
Average Time per Trip - 6 hrs. 18 min.

Times Cargo Worked Indicated Each Day  
(C) Denotes Cargo Trip

SHIP'S BOATS

LCVP NO. 17

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0537	0538	CALLAWAY	0855 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0855	1520	ABOARD FOR REPAIRS	1624
1624	1652	(C) PC 581	1737 D Plus 2 Day
		<u>"D" Plus 2 Day</u>	
1737	1740	HOISTED ABOARD SHIP	
		<u>"D" Plus 6 Day</u>	
1747	1837	(C) PC 1455	2320
		<u>"D" Plus 7 Day</u>	
2320	0120	(C) LCC 46	0808
0808	0823	(C) LCC 46	1000
1000	1238	(C) LCC 46	1315
1315	1530	(C) LCC 46	2245
		<u>"D" Plus 8 Day</u>	
2245	1020	STORM KING	0756 D Plus 9 Day
		<u>"D" Plus 9 Day</u>	
0756	0823	(C) LCC 46	1320
1320	1425	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 9 --

BREAKDOWNS -- 1 --

Total Cargo Trips - 7 -

Average Time per Trip -- 7 hrs. 13 min.

Times Cargo Worked indicated Each Day  
(C) Denotes Cargo Trip

SHIP'S BOATS

LCVP NO. 18

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0537 0619	0550 1640	CALLAWAY PC 581	0619 0728 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
0728	0810	(C) PC 581	0720 D Plus 2 Day
		<u>"D" Plus 2 Day</u>	
0720 0905 1015	0830 0930 1145	PC 581 (C) BLUE BEACH 2 (C) PC 581	0905 1015 1725 D Plus 6 Day
		<u>"D" Plus 6 Day</u>	
1725	1940	(C) PC 1455	1049 D Plus 7 Day
		<u>"D" Plus 7 Day</u>	
1049 1537	1438 1630	(C) LCC 46 (C) LCC 46	1537 2120
		<u>"D" Plus 8 Day</u>	
2120 0550	0210 1020	ABOARD FOR REPAIRS STORM KING	0550 0815 D Plus 9 Day
		<u>"D" Plus 9 Day</u>	
0815 1103	0848 1525	(C) LCC 46 HOISTED ABOARD SHIP	1103

TOTAL TRIPS -- 11 --  
 BREAKDOWNS -- 1 --  
 TOTAL CARGO TRIPS - 7 -  
 Average Time for Trip -- 8 hrs. 0 min.

Times Cargo Worked Indicated Each Day  
 (C) Denotes Cargo Trip

SHIP'S BOATS

BOWSER BOAT NO 19

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"D" DAY</u>	
0533 1758	0808 1845	PC 581 LST AREA	1758 1635 D Plus 1 Day
		<u>"D" Plus 1 Day</u>	
1635	1748	PIERCE	0815 D Plus 2 Day
		<u>"D" Plus 2 Day</u>	
0815	0821	PIERCE	1917 D Plus 6 Day
		<u>"D" Plus 6 Day</u>	
1917	1955	DETACHED TO U.S.S. BALLARD	
TOTAL TRIPS	-- 4 --		
BREAKDOWNS	-- 0 --		
TOTAL CARGO TRIP	- 0 -		

SHIP'S BOATS

LCC NO. 1

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>REPORTED</u>
		<u>"D" DAY</u>	
0546	0546	LINE OF DEPARTURE	0505 D Plus 2 Day
		<u>"D" Plus 2 Day</u>	
DID NOT RETURN TO SHIP			
		<u>"D" Plus 2 Day</u>	
0505	0512	LINE OF DEPARTURE	DETACHED TO SAIPAN ISLAND

TOTAL TRIPS --2--  
BREAKDOWNS --0--

Total Cargo Trips -0-



BOATS FROM OTHER VESSELS

SHIP	BOAT	TIME REPORTED	TIME DEPARTED	DESTINATION	TIME RETURNED
<u>"D" DAY</u>					
SUMTER	#2	0619	0711	(C) LINE OF DEPARTURE	
CALLOWAY	#16	1710	1840	(C) PC-581	
TOTAL TRIPS 2					
<u>"D" Plus 1 Day</u>					
LVT		0828	1417	(C) PC-1455	
TOTAL TRIPS 1					
<u>"D" Plus 2 Day</u>					
PA 31 MONROVIA	#18	0505	0554	(C) PC-581	
PA 2 HARRIS	#1	0505	0554	(C) PC-581	
PA 166 COMET	#1	0634	0724	(C) PC-581	
LSD 8 WHITE MARSH	#4	1115	1245	(C) PC-581	
	#16	1249	1311	(C) PC-581	
	#13	1115	1158	(C) PC-581	
	#10	1150	1226	(C) PC-581	
	#5	1238	1304	(C) PC-581	
	#14	1227	1255	(C) PC-581	
TOTAL TRIPS 9					
<u>"D" Plus 7 Day</u>					
SUMTER	#1	1825	2120	(C) ICC-46	
	#3	0718	0806	(C) ICC-46	
	#6	0721	0755	(C) ICC-46	
	#7	0655	0724	(C) ICC-46	
	#20	0735	0802	(C) ICC-46	
CALLOWAY	#13	0655	0732	(C) PC-1455	
	#28	0655	0851	(C) ICC-46	
P-102 LA SALLE	#1	1512	1825	(C) LCC-46	
	#8	1515	1608	(C) LCC-46	
LVT C-40		1245	1304	(C) BLUE BEACH 2	1341
		1341	1350	(C) BLUE BEACH 2	
LVT C-41		1140	1150	(C) BLUE BEACH 2	1211
		1211	1243	(C) BLUE BEACH 2	1314
		1314	1322	(C) BLUE BEACH 2	1530
		1530	1556	(C) BLUE BEACH 2	
LVT C-43		1235	1300	(C) BLUE BEACH 2	
DUK-W-59	#5	1445	1505	(C) BLUE BEACH 2	
TOTAL TRIPS 19					

TIME CARGO WORKED INDICATED EACH DAY.  
 (C) DENOTES CARGO TRIP.



BOATS FROM OTHER VESSELS

SHIP	BOAT	TIME REPORTED	TIME DEPARTED	DESTINATION	TIME RETURNED
<u>"D" Plus 8 Day</u>					
DELL	#1	0545	0805	(C) LCC-46	1111
		1111	1305	(C) GREEN BEACH 2	
	#2	0812	0943	(C) LCC-46	
	#3	0943	1045	(C) LCC-46	
	#4	1050	1217	(C) LCC-46	
	#8	1337	1354	(C) LCC-46	
	#11	1119	1550	(C) LCC-46	
	#19	1142	1206	(C) LCC-46	
	#23	1223	1240	(C) LCC-46	
PA 2 HARRIS	#15	1605	1630	(C) LCC-46	
PA 44 FREMONT	#13	1726	1810	(C) LCC-46	
LCT 255		0555	1104	(C) PC-1455	
LCT 962		0615	1105	(C) PC-1455	
<u>TOTAL TRIPS 13</u>					

<u>"D" Plus 9 Day</u>						
DELL	#2	1154	1220	(C) LCC-46		
	#3	0906	0917	(C) LCC-46		
	#5	1017	1040	(C) LCC-46		
	#12	1040	1109	(C) LCC-46		
	#13	1220	1305	(C) LCC-46		
	#14	0902	0922	(C) LCC-46	1022	
		1022	1028	(C) LCC-46		
		1143	1247	(C) LST-275	1023	
	#21	1014	1022	(C) LCC-46		
	#23	0833	0850	(C) LCC-46		
	#24	1133	1139	CAMIREA		
	LSD 1 ASHLAND	#13	0930	0948	(C) LCC-46	
	LSD 8 WHITE MARSH	#6	0935	1015	(C) LCC-46	
		#16	0935	1010	(C) LCC-46	
		1118	1135	(C) LCC-46		
CAMIREA	#13	1055	1105	(C) LCC-46		
PA-167 JOHN LAND	#13	1540	1623	SMARITAN		
LCT 357		1000	1723	(C) LCC-46		
BARGE D-43		0850	1012	(C) LCC-46		
<u>TOTAL TRIPS 19</u>						

TIMES CARGO WORKED INDICATED EACH DAY.  
(C) DENOTES CARGO TRIP.

RECAPITULATION

SHIP	LCVP'S			LCM'S		
	NO. USED	NO. OF TRIPS	AV. TIME PER TRIP	NO. USED	NO. OF TRIPS	AV. TIME PER TRIP
	1 Lost			1 Lost		
ALMAACK	6	46	7Hrs. 33 Min.	6	61	5 Hrs. 35 Min.
SUMNER	2	1	Did not return	4	1	Did not return
CALLOWAY	3	3	Did not return	0	0	
MONROVIA	1	1	Did not return	0	0	
HARRIS	1	1	Did not return	1	1	Did not return
COMET	0	0		1	1	Did not return
WHITE MARSH	0	0		6	9	1 Hr. 2 Min. for one that returned.
LA SALLE	0	0		2	2	Did not return
DELL	8	11	1 hr. 07 Min. for the two that returned.	6	8	3 Hrs. 6 Min. for one that returned.
FREMONT	1	1	Did not return	0	0	
ASHLAND	1	1	Did not return	0	0	
TOTAL	23	65	4 Hrs. 20 Min.	26	83	3 Hrs. 14 Min.

TOTAL BOATS, ALL TYPES--49--  
 TOTAL TRIPS -148--  
 Av. TIME ALL BOATS -3 Hr. 47 Min.--  
 TOTAL TIME WORKED CARGO--79.5 hours--  
 Av. TONNAGE DISCHARGED-24 tons per hour--

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Subject:

U.S.S. ALMAACK (AKAIO) - Report on Participation  
in Invasion of SAIPAN.MEDICAL OFFICERS REPORT

1. According to the Medical Plan of this operation, the U.S.S. ALMAACK was to provide for a maximum capacity of twenty (20) serious, and fifty (50) ambulatory casualties.
2. The U.S.S. ALMAACK received a total of:
  - (a) Twenty-three (23) serious.
  - (b) Twenty-one (21) ambulatory.
 NOTE: All surgical cases have been included within the "Serious" category.  
All "Combat Fatigues", "Elast Concussions", "War Neurosis", and other cases not requiring surgical attention have been included with the "Ambulatory" category.
3. Listed below are the diagnoses, immediate treatment, and course of the twenty-three (23) "Serious" cases:

<u>DIAGNOSIS</u>	<u>ANESTHES</u>	<u>TREATMENT - IMMEDIATE</u>	<u>COURSE</u>	<u>CONDITION ON TRANS</u>
WOUND-Frag- back of neck	Local	Debridement-removal of shrapnel-closure	Uneventful	Excellent
WOUND-Frag- ankle-knee- (comp.fract)	Sodium Penthothol	Debridement-fixation in plaster after reduction of fracture.	"	"
WOUND-Frag- left leg.	Sodium Penthothol	Debridement-ligation of several great vessels-fixation in ladder splint-anti-gas gangrene therapy.	Possible small area gangrene grt&small toes. No gas.	Good
WOUND-GS-rt foot	None	Debridement-cleaning-fixation	Uneventful	Excellent
WOUND-GS- abdoman	Ether	Abdominal exploration-closure of multiple (9) gastro-intestinal perforations-ligation hemorrhagic vessel-closure without drainage-debridement of wounds of abdominal wall.	"	Good
WOUND-GS- left leg	Sodium Penthothol	Debridement-uncovering of bullet course-cleansed-dressed.	"	Excellent
WOUND-GS- infected rt foot.	None	Cleansed-massive h.t, wet dressings, fixation by splinting.	"	"
WOUND-GS- right face	Local	Debridement-ligation of severed vessels-closure posterior wound in layers.	"	"
WOUND-GS- left foot (comp. Fract)	Sodium Penthothol	Debridement-reduction of fracture fixation in splint	"	"
WOUND-Frag-rt groin	Sodium Penthothol	Debridement-removal of some shrapnel fragments.	"	"
FRACTURE-Comp. rt patella	None	Cleansed-massive hot, wet dressings-fixation by splinting.	"	"
WOUND-GS-rt <del>WOUND-GS-rt</del>	None	Debridement-cleansed-supportive dressing.	"	"

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<u>DIAGNOSIS</u>	<u>ANETHES</u>	<u>TREATMENT - IMMEDIATE</u>	<u>COURSE</u>	<u>CONDITION ON TRANS</u>
WOUND-GS- left toes	Sodium Pentothel	Debridement-fixation with splint	Uneventful	Excellent
WOUND-Frag-rt shoulder-rt forearm	Local	Debridement-fixation by splinting-supportive dressings.	"	"
WOUND-Frag-lt chest (phomothorax) lt hip.	None	Expectant treatment-debridement cleansed-dressings.	"	"
WOUND-GS-rt chest	None	Expectant treatment-debridement-cleansed-dressed.	"	"
WOUND-Functure-abdomen	Spinal	Abdominal exploration-abandoned upon discovery of extreme degree of intr-abdominal damage	Died-12 hours post operatively.	
WOUND-Frag-Multiple extreme	None	Patient moribund when receive-supportive treatment only.	Died-7 hrs. after admission.	
WOUNDS-Frag-partial amputation fingers-left.	Sodium Pentothal	Cleansed-debridement-arrest of hemorrhage.	Uneventful	Excellent
WOUND-GS-rt forearm (comp fract?)	None	Debridement-fixation in wire splint	"	"
WOUND-GS-lt thigh	Local	Debridement-removal of shrapnel-closure of deep layers.	"	"
WOUND-Frag-lt knee	Local	Dressing changed-admitted at time of evacuation of casualties to hosp ship.	"	"
WOUND-GS-lt forearm	None	Dressing changes-admitted at time of evacuation of casualties to hosp. ship.	"	"

4. The ambulatory cases were treated, for the most part with bed rest, forced fluids, mild sedation, nourishment, and observation. Many of these cases were sedated to the point of unconsciousness on admission. These were all carefully examined, as early as possible, for physical injury. Two (2) men were admitted for acute appendicitis. When they were seen by us they did not appear to have surgical abdomens, and explorations were delayed. The following morning most of their abdominal complaints had disappeared, and their diagnoses were changed to: "Blat Concussion, abdomen, mild, atmospheric".
5. From the above statements, it may be seen that the ALMAACK received slightly more than her quota of serious cases, and that she received considerably less than her quota of ambulatory cases. Her facilities for the adequate medical treatment of all casualties received was taxed to the utmost. This was not because the total casualties were too great, or that our preparations were not satisfactory, but rather the manner in which they were apportioned to us. Thus, in the early stages of the operation, while it was evident that many casualties were being received aboard other ships, probably taxing their facilities to the limit, the ALMAACK received but one (1) casualty in the first sixty (60)



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U.S.S. ALMAACK (AKALO) - Report on Participation  
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hours of the operation. Then, apparently, when other ships were loaded to their capacity, this ship received twenty-eight (28) casualties - (two (2) fatally wounded - many seriously wounded) within the space of one-half hour. There was an evident lack of an efficient system of distribution here.

6. Similarly, in the later stages of the operation, a system of controlled dispatching of casualties from the beach, was conspicuous by its absence - as far as this ship concerned. From D plus 6, to D plus 9, boatloads, "Duck" loads, LVT loads, containing varying numbers of casualties came alongside. Few, if any, of these had instructions from the Beach as to which ships they were to report to for discharge of their casualties. They had come alongside the ALMAACK simply because she was anchored closest to the Beach. These casualties were accepted up to the point of saturation of our facilities, after which time, remaining boatloads were directed to other transports in the vicinity. We feel that we could not have found it necessary to turn away any casualties, had they been sent to us in reasonable numbers at regular intervals, instead of overwhelming numbers, "bunched" together, in a short space of time.
7. It is to be noted, that at all times, and in all instances, the patients received aboard had received good first-aid medical care from Medical personnel ashore. Splints were well applied, adequate battle dressings to cover, and protect, the wounds, plasma had been given where indicated, and morphine administered. Only in one instance, was a possible lack of judgment apparent. A casualty was received suffering from multiple gross wounds, in an obviously moribund condition, and who died 7 hours after admission. His condition, probably, should have been apparent to those on the Beach, and his transfer not effected.

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U.S.S. ALMAACK

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Subject:

U.S.S. ALMAACK (AKALO) - Report on Participation  
in Invasion of SAIPAN.

### Beachmaster's Report

1. The ALMAACK Beach Party was composed of one (k) Officer and seventeen (17) enlisted men, the required complement for an AKA. The organization is as follows:

- 1 - - Beachmaster (Lt., (jg) )
- 1 - - BM2c
- 1 - - Cox.
- 3 - - Slc
- 3 - - S2c
- 1 - - CM2c
- 1 - - SF2c
- 1 - - MoMMlc
- 1 - - Flc (EM)
- 1 - - Flc (MoMM)
- 1 - - RM2c
- 1 - - RM3c
- 1 - - SM3c
- 1 - - PhM3c

2. On arrival at the beach at 1600, June 16, it was found that the Transport Division Beachmaster had not sent for the ALMAACK Beach Party. However, the party was dispatched to relieve the LEON Beach Party on Beach Blue Two, the relief to be effected at 0900 the following morning, June 17.

3. It was immediately evident that the ALMAACK Beach Party medical section (One Pharmacist's Mate) was totally inadequate, and it was planned to leave the entire LEON Beach Party medical section on the beach. However, the CALVERT Beach Party arrived on Blue Two on the morning of June 17, and its medical section took charge of the evacuation station. The LEON Beach Party returned to its ship at 1200, June 17, leaving the ALMAACK Beachmaster in charge of the beach.

4. Because of the nature of the reef offshore, it was deemed inadvisable to land boats at any place on Beach Blue Two except at the extreme left flank. After DOG plus 2 days, there was no ship-to-shore traffic of any sort on the ALMAACK'S section of the beach, the only traffic previous to then being LVT's and DUKW's which proceeded directly inland to unload at the regimental dumps. About D plus 3 days, unloading operations from boats were commenced on the left flank of Blue Two with the CALLOWAY Beach Party in charge. However, boats could land there only at high water.

5. The Army Shore Parties took over on the Blue Beaches about June 18, and the original shore party on Blue Two moved inland to the airfield. Thereafter there was no shore party personnel on the ALMAACK'S section of the beach, with the exception a security machine-gun unit.

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6. On the afternoon of June 19, the CALVERT Beach Party proceeded to Beach Blue One for duty, and the ALMACK Party remained on Blue Two to await further order.

On the night of June 20, the ALMACK's Beachmaster and Hydrographic Section (8 men) assisted the CALLOWAY's Beach Party in the actual unloading of boats because of the shortage of Shore Party personnel on that section of the beach. This was the only time during the entire five-day period that the ALMACK's Party was called upon for duty. The remainder of the time was spent inactively in "standing by to give assistance as needed".

8. On the afternoon of June 21, the ALMACK Beach Party was secured by the TransDiv Beachmaster and given permission to return to the ship. As it turned out, the ALMACK's Beach Party was not needed on the beach as there was a superfluous number of full beach parties available.

9. Under the present set-up, the ALMACK Beach Party can best be used only as a complement to another full beach party. It is recommended, therefore, that:

- a. A full beach party of especially trained men and Officers be assigned to the ALMACK, or, if that is not feasible, that
- b. One doctor, one PhMlc, or PhM2c, two Hospital Apprentices, one SM3c, and two Radiomen strikers be assigned to augment the beach party medical and communication sections, and that one commissioned line officer be assigned to act as Asst. Beachmaster.
- c. The ALMACK be allowed at least two (2) SCR536 portable radios for use by the Beachmaster. In the operation just past it was necessary for the ALMACK's Beachmaster to borrow an SCR536 in order to maintain communication with the other beaches and the TransDiv Beachmaster.



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Subject: U.S.S. ALMACK (AKALO) - Report on Participation  
in Invasion of SAIPAN.

BOAT GROUP COMMANDER'S REPORT

D-DAY

On "D" day all boats were dispatched from the ship quickly and without difficulty. The LCM's carried out the plan, reported to the control vessel on time and were sent to the beach on call. One of the tank lighters from one of the LSD's that was to go in with our group was sunk in being launched and so only thirteen tanks went in. Three of our boats were directed through the channel at Blue I and the others to beach on the reef and discharge their tanks there. While waiting in formation to go into the channel boat #3 was hit by mortar fire in the engine room and there was a brief fire. This occurred at about 1000. When hit, the crew were thrown or jumped into the water. They were picked up by our LCPL and taken to the LEONARD WOOL. They were: ECKER, G.A., Cox, USN; MCGOWAN, J.J., MoMM2c (LC), V-6, USNR; STIMMLER, H.J., S2c (LC), V-6, USNR; BARBERENA, L.P., S2c (LC), V-6, USNR; and four men from the tank crew. CAMERLINCK, B.V., S2c, V-6, USNR SV; was killed. An LCPL from the SUMTER took boat #3 in tow and towed it to the beach alongside the Jap Pier at Blue I. Its tank was later discharged and put into action. All of our other LCM's discharged their tanks successfully. Some of the boats had trouble in retracting. In the cases of the boats that had gone into the beach, the trouble was caused by swamp grass clogging the salt water pumps and on the reef, there were bent screws and rudders. Two of our boats had to be repaired before they could be used again. (#5 and #7) The other four carried out their orders #2 and #4 reporting to the CALLOWAY and carrying in Light Tanks; #6 being directed to return to the ALMACK; and #8 standing by PC-581 which was hit at the time, to evacuate personnel. When it was decided that PC-581 would not be evacuated, #8 was directed to return to the ALMACK. Our damaged boats reported to LSD's as they had been instructed, but were unable to get repairs. They returned to the ALMACK, where they were repaired in time to take a second load on "D" day.

Our five balance loaded boats shoved off and reported to the CALLOWAY on time. They were joined by three from the SUMTER, and two from the CALLOWAY and were shoved off without waiting for the other four boats of the wave. They stood by at the PC-581, and were sent into the beach at about 1715. They discharged their loads successfully and returned their working parties to the CALLOWAY. Boat #13 brought a casualty from the beach back to the ALMACK. Again boats were damaged on the beach. Boats #15 and #16 had to use their emergency tillers and #17 had to be taken in tow with a burnt out salt water pump. Boats #9 and #11 were wave leaders and they reported for other duties, #11 as reserve smoke boat at ALMACK, and #9 as tender for PC-581. Boat #18 was a reserve gas boat, and was sent to the Transfer area early, but was not used to its full capacity. It emptied only two gas drums. Boat #14 was primary tender at the PC-581, Boat #12 stood by at the ship.

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From the bare record, it does not appear that our boats made many trips to the beach on "D" day. If this is actually true, it is because a large percentage of them were used for other than carrying purposes; (There were six boats used for tenders, smoke boats, and gas boats) and because of the considerable amount of time due to the tactical situation, that was spent in standing by. (About eight hours for our balance loaded boats). Damages seems to have been few, the first day, and the repairs rapid.

Boat Officers have observed that the LCM's had to standby too close to the beach for too long, before being sent into the beach. They were in easy mortar range for more than one hour.

All boats spent the first night tied up alongside LST's but since the LST's had not been instructed to take them, many had difficulty in finding a ship.

END OF "D" DAY

"D" Plus One Day

16 June 1944

On the morning of "D" plus One, all boats returned to the ALMACK, and the boat crews went into condition I-B. This condition worked well for the crews during the rest of the operation giving them all a fair amount of rest and keeping them chiefly in their own boats.

It was impossible to set up a similar system for Officer's, however since six Officers were generally needed in special capacity as tenders, gas, and smoke boats, and there were only eight Officers to draw from. The situation was later eased when the gas boats were secured.

On this day the ship proceeded with it's general unloading. The tactical situation on the beach and the state of the tide prevented our boats from being used to their full capacity. Most of them were loaded in the morning with high priority loads; water and ammunition. Many of them were not unloaded until late afternoon, and some not until the next morning. The tie up was caused by mortar fire on the channel and by reserve troops being sent in ahead of cargo boats.

"D" Plus Two Day

17 June 1944

General unloading continued. Beach and shore parties seemed better organized than on any previous operation. By this time they had their bull-dozers and tractors, and boats carrying sledged or palletted loads, or loads in slings, had little difficulty in being unloaded. Loads that had to be man-handled had some trouble because they would only be taken when they were empty sleds on the beach to pile them on. It occasionally happened that there were no empty sleds there and then there were delays which resulted in the boats being left on the beach when the tide ran out. Why not have a sled

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U.S.S. AIMLACK (AKALO) - Report on Participation  
in Invasion of SAIPAN.

for every load?

The use of #6 hatch helped especially in getting repairs done quickly. The evening of this day, the ship retired, leaving six boats (LCM's #4 and #8, LCPL #4, LCVP's #9 and #18, and the Dowsor Boat) in the operation area.

## "D" Plus Two to "D" Plus Six Day

During these four days, the boats remaining in the operation area carried out their orders. The two LCM's and LCVP #18 carried cargo for other ships, and the LCPL and boat #9 acted as tenders for the Group Control vessel for Blue beaches.

There were also improvements on the beach which increased the speed and efficiency of unloading. The Jap Pier which had been previously damaged was repaired, and a pontoon causway with a crane was put into operation at Blue I. This made it possible to unload boats directly into the trucks. It also helped in the evacuation of casualties.

On board ship, this period provided a chance to check and repair boats, and give all hands a rest. The evening of "D" plus Six, the ship returned to the operational area. Our boats were there in running condition. All boats were lowered, and we again commenced unloading. Dowsor boat was transferred to BALLARD.

## "D" Plus Seven Day

General unloading continued. Two cruisers took ammunition from the ship which tied up #2 and #5 hatches but the ship was still able to keep the boats full. On this evening, boat #11 was hung up on the reef. Equipment was stripped from the boat, but attempts to salvage the boat itself were unsuccessful. The night of "D" plus seven there was an air attack and the ship and boat #12 executed the smoke plan.

## "D" Plus Eight Day

General unloading continued. The ship's boats were helped by boats from other ships and LCT's. Ship retired for the night.

## "D" Plus Nine Day

General unloading concluded. Boats #6 and #7 and the LCC were detached to the boat pool. All other boats, plus 3 LCM's from other ships and their crews were taken aboard. Ship withdrew from the operation area its mission completed.



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Subject: U.S.S. ALMAACK (AKAIO) - Report on Participation in Invasion of SAIPAN.

Report of use of Barrel Boom  
Submitted by Boat Officer in Charge

1. The barrel boom is made up in eight (8) sections, each section being constructed of 6" x 16' timber to which is secured a 1" pipe. Each end of the pipe is bent at right angles to the timber and is attached to it at each end by pipe flanges. The pipe runs parallel to the timber with a space of about twenty (20) inches between. The sections are joined by two lengths of chain, each about 14" long, shackled to pad eyes on the timber and the pipe.

2. One end of the boom was secured by a 4" line to a bollard on the ship, and the other end was similarly secured to an LCVP lying out from the ship about twenty yards. The boom thus formed a semicircle in the water, and drums were swung out from the hold and dumped directly inside this semicircle.

3. When 72 drums were thus loaded, the LCVP took the boom in tow, but was unable to maneuver in either direction. After losing about 15 drums in an attempt to turn toward the beach, several methods of securing the lines were tried as follows:

a. Securing the stb'd. line to the stb'd. stern cleat, and the port line to the port stern cleat, then securing the bitter ends of both lines to the stern post.

b. Securing both lines to the stern post without taking turns around the stern cleats.

c. Securing the stb'd. line to the stb'd. midship cleat, and the port line to the port midship cleat.

d. Securing both lines to either (1) the stb'd. midship and fwd. cleats, or (2) the port midship and fwd. cleats.

4. Under methods a., b., and c. above the boat could turn in neither direction. Under method d. the boat could turn in one direction, but could not maneuver to remain on course.

5. An attempt was then made to turn the boat by holding both lines free and alternately going ahead and astern and shifting the rudder. This experiment failed because of the limited space for movement, and the attempt ended up with one of the lines in the screw.

6. It was then evident that assistance was needed, so on the arrival of the second boat, the boat on the stb'd. hand secured the stb'd. line to her port midship cleat, and the other boat secured the port line to her stb'd. midship cleat. Even then the boat had difficulty in maneuvering, and it was soon found that the boats had

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U.S.S. AIMLACK (AKALO) - Report on Participation  
in Invasion of SAIPAN.

to keep at least 50 feet apart because the propeller backwash piled the drums upon each other and forced them out beneath the boom. About 25 drums alone were lost in the process of getting the boats finally headed toward the beach.

7. Fourteen drums escaped from the boom when the boats had to speed up to clear a sand bar about 50 yards off the beach, but all of these were retrieved by the Shore Party by the simple expedient of swimming out after them.

8. It is recommended that:

a. The boom be so constructed as to reach a depth of at least four (4) feet, and so weighed on the bottom that churning waves or the wakes of passing boats will not raise it and allow drums to escape underneath. This might be accomplished by welding another and similar section of pipe onto the one now in use.

b. Not less than two (2) boats be used for towing, to be spaced far enough apart that the screw current does not interfere with the tow. The optimum speed, it is believed, will depend upon the number of drums in the tow, the amount of boat traffic in the vicinity, the condition of the surf, and the depth to which the boom reaches. In the instance under discussion, it was found that the boats could not proceed at a speed greater than 350 R.P.M. without losing drums continuously. Even then, a few drums escaped when another boat passed close aboard at high speed.

c. If possible, each towing boat be provided with a kingpost run on the center of the boat amidships, and extending high enough above the gunwales to clear any obstacles on the pier (gun mounts, etc.), so that the stern will be allowed to swing free in either direction in answer to changes of rudder.

d. The boom be used only during daylight because of the danger of other boats running between the towing boats, especially in narrow channels and congested areas.

AKALO/A16  
Serial: 323

U. S. S. ALMAACK

Reg. No.	OM - 75-44
R. S. No.	8 01131

CONFIDENTIAL

1 August 1944.

From: Commanding Officer.  
To : Commander in Chief, United States Fleet.  
Via : (1) Commander Transport Division 28.  
(2) Commander Task Group 53.19.  
(3) Commander Task Group 53.2.  
(4) Commander Task Force 53.  
(5) Commander Task Force 51.  
(6) Commander in Chief, Pacific Ocean Areas.

Subject: Action Report - GUAM.

Enclosure: (A) Boat Employment Tables. - p. 6  
(B) Comments of Ship's Transport Quartermaster. - p. 27

1. Upon completion of duties assigned in the initial assault phase on SAIPAN, this vessel proceeded to Eniwetok to await orders. These orders were received on 29 June 1944, directing the ALMAACK to proceed to Honolulu at best speed and upon arrival load units and material of the 77th Infantry Division which had been designated as the Reserve for the assault on Guam.

2. The ALMAACK arrived in Honolulu at 1258, 5 July 1944 and commenced loading a combat load at 0200, 6 July, which upon completion, turned out to be a convoy load. Loading was completed at 0950, 8 July and ship was reported to CTG 28 and CTG 51.11 (later redesignated as CTG 53.19) as ready to get underway.

3. Task Group 51.11 got underway at 1101 on 9 July 1944 for Eniwetok for provisioning and fueling prior to proceeding to assigned duties in the assault on Guam. The task group arrived in Eniwetok the early morning of 17 July, provisioned and fueled, and departed for Guam at 1551, 18 July as Task Group 53.19.

#### 4. Preparation.

CTF 53 Operation Plans and CTG 53.19 Attack Landing Order were received while at Eniwetok. Not enough time was left to have each officer read the entire file of material available so pertinent sections were passed on to the officers immediately concerned for dissemination to personnel. A gridded chart and pictorial obliques of Guam and the landing beaches were posted in the upper tween deck of No. 2 hold for study by all hands. The landing craft crews were briefed in beaches assigned to the Reserve Group and were given adequate information to enable them to perform their duties in a creditable manner. It is considered that in the brief time available after receipt of plans, information was disseminated as thoroughly as possible and all necessary preparations were made.

80753



## U. S. S. ALMAACK

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## 5.       W / 1 Day.

T.G. 53.19 arrived in the assigned Transport Area at 0730, W / 1. No troops nor materials were landed. Reconnaissance parties from APA's were sent to the assigned beaches to make necessary observations for landing troops and supplies. The T.G. retired for the night at 1738, W / 1.

## 6.       Chronological Data on Unloading, W / 2 to W / 8 Days.

## W / 2

0515 General Quarters.  
 0534 Condition IA.  
 0700 Arrived in Transport Area.  
 0745 Set Condition III.  
 0841 Set Condition IA.  
 0918 Lowered all boats to water and dispatched them as assigned by Boat Assignment Tables of C.T.D.28.  
 0918 Lashed together 8 life rafts in pairs, loaded them with cargo, and dispatched them to the beach to be used in constructing a causeway. (See General Comments)  
 0940 Set Condition III.  
 1443 Commenced unloading cargo.  
 1700 Ceased cargo operations and hoisted in available boats.  
 1729 Retired for night in company with T.G. 53.19.

## W / 3

0620 General Quarters.  
 0625 Set Condition IA.  
 0650 Arrived in transport area, put all boats in water and commenced cargo operations.  
 0812 USS ZANE (DMS14) came along port side to fuel.  
 1057 USS ZANE cast off, fueling completed.  
 1718 Ceased cargo operations and hoisted aboard available boats. Retired for night in company with units of TG 53.19.

## W / 4

0630 General Quarters.  
 0637 Set Condition IA.  
 0645 Arrived in transport area and hoisted out boats.  
 0737 LSF #731 secured alongside starboard side.  
 0752 Commenced cargo operations.  
 1310 Ceased cargo operations and cast off LSF. Hoisted aboard available boats.  
 1720 Proceeded on night retirement with units of TG 53.2.

## U. S. S. ALMAACK

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W#5

0630 General Quarters.  
 0639 Set Condition IA.  
 0643 Hoisted out all landing craft.  
 0702 Commenced cargo operations.  
 1700 Moved to berth #19 for night.  
 1807 Received LST #731 alongside starboard side.  
 1810 Commenced loading cargo on LST.  
 Continued cargo operations throughout the night.

W#6

Unloading cargo as before with LST 731 alongside starboard side.  
 1837 LST #962 secured alongside port side.  
 1840 Unloading into LST.  
 Continued unloading throughout the night.

W#7

Unloading cargo as before.  
 0705 LST #962 loaded and cast off.  
 1020 LST #986 secured alongside port side to receive cargo.  
 1119 Completed loading to and cast off LST 731.  
 Continued discharging cargo during night.

W#8

0625 Completed discharging cargo.  
 0640 LST 986 cast off.  
 0700 Completed debarking 16 officers and 306 enlisted men of U.S. Army.  
 Commenced preparations for getting underway.  
 1800 Underway for Eniwetok Atoll in company with T.U. 53.14.5, CTU  
 in USS MONROVIA.

## 7. Landing Craft Operations.

(a) It is again noted that all landing boat crews did a definitely good job at a beach that was far more inaccessible than those at Saipan. All boats were loaded at the ship promptly upon return from discharging their previous loads. The great difficulty in unloading the boats was the lack of LVT's and DUKW's at the beach. Boats frequently had waits at the beach of 24 hours, and one boat, loaded with 105 mm howitzer ammo was delayed at the beach almost 40 hours, waiting to be unloaded. Another unfavorable report from the boat officers was that of loading the boats with mixed loads. A boat loaded with rations and ammo would have only the rations unloaded and have to wait around with a half load until someone decided they had been there too long and proceeded to unload them.

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(b) The use of cargo tickets seems to be inadvisable. The tickets were taken by some control officers and not by others. The cargo tickets are handy to keep a check on board ship on supplies discharged, but are hardly ever collected from the boats at the beach.

(c) It was decided to use ship's life rafts lashed together and covered with dunnage, to form a causeway over the reef. The rafts were lashed together in pairs, loaded with cargo and sent to the beach for this purpose. However, the idea was never put into effect. The rafts were instead used as a pier alongside of which boats tied up while waiting to be unloaded.

(d) It was also reported to the commanding officer that the control officers seemed partial to boats from their ship. For instance, boats from two ships would be lying off with the same cargo and the boat from the ship to which the control officer was attached would, in many cases, be called in even tho the other boat had been on hand a much longer time. Also, in some instances, at night these boats would be stationed in the inside of the reef in the calm waters of the lagoon while the remainder would be compelled to remain outside in th e rougher water. It is not believed that in operations of this nature, partiality to own boats should be shown by control officers, but rather the thoughts uppermost in their minds should be the rapid unloading of all boats.

(e) On nights this vessel was directed to remain in transport area and continue cargo operations, boats of retiring ships were ordered to report to the ALMAACK for duty. However, no boats would report, but on return of parent ships in the morning they would appear in numbers from the beach, wh ere they had evidently spent the night.

8. The assignment, at various times, of 3 LST's and 1 LCT, was a vital factor in the unloading of the ALMAACK. Without them, the ship would not have been unloaded nearly as expeditiously as was done. However, with th e assignment of the above craft, the lack of boats the first two days, and the difficulties encountered in unloading at the beach, did create an additional problem that can be corrected in future operations. Had there been more boats available to the ALMAACK on the first two days, and had there been a more expeditious method of unloading at the beach, the ALMAACK would have been unloaded in much less time. Despite the above difficulties, and with the assignment of the LST's and LCT, total unloading time was only 98 hours, an average of 23 tons/hour.

9. Medical comments.

Although it is recognized that the chief function of an AKA, in an amphibious operation, is to expeditiously discharge her cargo at the combat scene, it is strongly felt that the medical facilities aboard these ships were unnecessarily ignored. Expecting a repetition

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of our experience at Saipan, the main Sick Bay spaces were completely renovated, reorganized, and resupplied. However, despite the fact that we were within easy access of the beach, but one (1) casualty was dispatched to the ship during the 8 days that we were in the transport area. During this period, boat loads of casualties frequently came alongside for information regarding the location of various APA's, to which they had been dispatched from the beach. At least one of these APA's (USS FELAND) was hard pressed enough to send out a call for additional M.O.'s. It is strongly felt that some of these casualties would have received more prompt medical attention if the idle facilities of the AKA's had been utilized.

It is further suggested that the use of the MIKE flag be extended to include AKA's who are in readiness to provide medical care. The employment of this visual means of locating medical facilities will answer, quite adequately, the question of apportionment.

## 10. Recommendations.

(A) Pontoon cranes are the answer to quick and efficient transfer of cargo from boats to LVT's and DUKW's for transportation over the reef to supply dumps. It is recommended that (1) the number of pontoon cranes, for future operations with such extensive reefs, be increased so that they may operate continuously at intervals of 100-150 yards on the outer edge of the shelf parallel to the beach; (2) each pontoon crane be assigned a minimum of 6 LVT's or DUKW's to shuttle cargo to the supply dumps, and (3) that cranes and amphibious vehicles be assigned relief crews to keep them operating on a 24-hour basis. It is also believed that a closer liaison between Navy control officers and officers in charge of vehicles could be had, thus enabling such vehicles to be spotted where most needed.

(B) Transports and/or cargo vessels scheduled to unload to large landing craft such as LST's, are recommended to have large log fenders or camels available to prevent damage to either vessel. The fenders available for use in this operation did not cover enough surface and as a result several seams on this vessel were sprung causing leaks in the hull. Most damage was obtained the last day of unloading when much surging was caused by the heavy swells.

## 11. Conclusion.

Even with the difficulties encountered, due largely to the inaccessibility of the beach, unloading of the ships proceeded smoothly and efficiently, thus contributing materially to the success of the operations.

C. O. HICKS

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CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 2

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
		<u>"W" Plus 2 Day</u>	
0853	0917	SHERIDAN	0700 W Plus 3 Day
		<u>"W" Plus 3 Day</u>	
0700	0719	DOYAN	1305
1305	1320	ABOARD FOR REPAIRS	1345
1345	1345	DOYAN	0703 W Plus 4 Day
		<u>"W" Plus 4 Day</u>	
0703	0758	CLAREMONT VICTORY	0837
0837	0927	(C) WHITE BEACH	1135
1135	1135	CLAREMONT VICTORY	0640 W Plus 5 Day
		<u>"W" Plus 5 Day</u>	
0640	0715	(C) WHITE BEACH	0839
0839	0850	(C) WHITE BEACH	1035
1035	1159	(C) WHITE BEACH	1535 W Plus 6 Day
		<u>"W" Plus 6 Day</u>	
1535	1555	(C) WHITE BEACH	1625 W Plus 7 Day
		<u>"W" Plus 7 Day</u>	
1625	1937	(C) WHITE BEACH	1205 W Plus 8 Day
		<u>"W" Plus 8 Day</u>	
1205	1230	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 11 --  
 BREAKDOWNS -- 1 --  
 TOTAL CARGO TRIPS -- 6 --  
 AV. TIME PER TRIP -- 12 Hrs. 18 Min.

TIMES CARGO WORKED INDICATED EACH DAY  
 (C) DENOTES CARGO TRIP.

## SHIP'S BOATS

LCM NO. 3

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0909	BOLIVAR	1501
1501	1510	BOLIVAR	1646
1646	1646	SHERIDAN	1720
<u>"W" Plus 3 Day</u>			
0813	0831	CLAREMONT VICTORY	0708 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0708	0738	DOYAN	1358
1358	1358	ABOARD FOR REPAIRS	1538
1538	1540	(C) WHITE BEACH	1700
1700	1715	HOISTED ABOARD SHIP	
<u>"W" Plus 5 Day</u>			
0715	0728	(C) WHITE BEACH	0850
0850	0800	(C) WHITE BEACH	1057
1057	1125	(C) WHITE BEACH	1240
1240	1455	(C) WHITE BEACH	1535 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
1535	1643	(C) WHITE BEACH	2020 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
2020	2040	BOLIVAR	2124
<u>"W" Plus 8 Day</u>			
2124	0715	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 13 --  
 BREAKDOWNS -- 1 --  
 TOTAL CARGO TRIPS -- 6 --  
 AV. TIME PER TRIP -- 9 Hrs. 42 Min.



SHIP'S BOATS

LCM NO. 4

REPORTED	DEPARTED	DESTINATION	RETURNED
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"W" Plus 2 Day

0853	0859	BOLIVAR	1512
1512	1512	BOLIVAR	0956 W Plus 3 Day

"W" Plus 3 Day

0956	1010	ABOARD FOR REPAIRS	1040
1040	1041	CLAREMONT VICTORY	0700 W Plus 4 Day

"W" Plus 4 Day

0700	0715	DOYAN	1045
1045	1045	CLAREMONT VICTORY	1413
1413	1413	DOYAN	1018 W Plus 5 Day

"W" Plus 5 Day

1018	1047	(C) WHITE BEACH	1227
1227	1230	(C) ABOARD FOR REPAIRS	1358
1358	1415	(C) WHITE BEACH	1615
1615	1625	(C) WHITE BEACH	1725
1725	1740	(C) WHITE BEACH	1940
1940	2100	ABOARD FOR REPAIRS	0215 W Plus 6 Day

"W" Plus 6 Day

0215	0555	(C) WHITE BEACH	1527
1627	1647	(C) WHITE BEACH	1815 W Plus 7 Day

"W" Plus 7 Day

1815	1823	WARHAWK	1005 W Plus 8 Day
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"W" Plus 8 Day

1005	1022	HOISTED ABOARD SHIP	
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TOTAL TRIPS -- 12--  
 BREAKDOWNS -- 3 --  
 TOTAL CARGO TRIPS -- 6 --  
 AV. TIME PER TRIP - 6 Hrs. 56 Min.

## SHIP'S BOATS

LCM NO. 5

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0909	BOLIVAR	1443
1445	1458	BOLIVAR	0825 W Plus 3 Day
<u>"W" Plus 3 Day</u>			
0825	0836	CLAREMONT VICTORY	0705 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0705	1155	(C) WHITE BEACH	1344
1344	1344	ABOARD FOR REPAIRS	1431
1431	1431	DOYAN	1220 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
1220	1225	CLAREMONT VICTORY	1525
1525	1525	ABOARD FOR REPAIRS	1600
1600	1600	CLAREMONT VICTORY	1440 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
1440	1440	ABOARD FOR REPAIRS	1755
1755	1755	CLAREMONT VICTORY	1229 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
1229	1235	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 8 --

BREAKDOWNS -- 3 --

TOTAL CARGO TRIPS -- 1 --

AV TIME PER TRIP - 1 Hr. 49 Min.

## SHIP'S BOATS

LCM NO. 6

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0917	SHERIDAN	1355
1355	1612	(C) WHITE BEACH	1727
1727	1727	BOLIVAR	0942 W Plus 3 Day
<u>"W" Plus 3 Day</u>			
0942	0955	CLAREMONT VICTORY	0722 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0722	0743	CLAREMONT VICTORY	0837
0837	0908	(C) WHITE BEACH	1222
1222	1226	ABOARD FOR REPAIRS	1255
1255	1255	CLAREMONT VICTORY	0640 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0640	0825	(C) WHITE BEACH	1055 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
1055	1257	(C*) WHITE BEACH	2155 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
2155	2300	HOISTED ABOARD SHIP	
<u>"W" Plus 8 Day</u>			
0800	0824	WHITE BEACH	1055
1005	1103	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 10 --  
 BREAKDOWNS -- 1 \*\*  
 TOTAL CARGO TRIPS -- 4 --  
 AV. TIME PER TRIP - 15 Hrs.

## SHIP'S BOATS

LCM NO. 7

REPORTED	DEPARTED	DESTINATION	RETURNED
		<u>"W" Plus 2 Day</u>	
0853	0912	COMET	0655 W Plus 3 Day
		<u>"W" Plus 3 Day</u>	
0655	0719	DOYAN	0657 W Plus 4 Day
		<u>"W" Plus 4 Day</u>	
0657	0710	ABOARD FOR REPAIRS	0840
0840	0917	(C) WHITE BEACH	1151
1151	1151	CLAREMONT VICTORY	1519
1519	1519	ABOARD FOR REPAIRS	1706
1706	1718	(C) WHITE BEACH	0640 W Plus 5 Day
		<u>"W" Plus 5 Day</u>	
0640	0716	(C) WHITE BEACH	0840
0840	0850	(C) WHITE BEACH	1030
1030	1040	ABOARD FOR REPAIRS	1057
1057	1107	(C) WHITE BEACH	1420
1420	1442	(C) WHITE BEACH	1551
1551	1603	(C) WHITE BEACH	1712
1712	1725	(C) WHITE BEACH	0922 W Plus 6 Day.
		<u>"W" Plus 6 Day</u>	
0922	1100	(C) WHITE BEACH	1550 W Plus 7 Day
		<u>"W" Plus 7 Day</u>	
1550	1757	(C) WHITE BEACH	2115
2115	2200	ABOARD FOR REPAIRS	2300
2300	2300	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 13 --  
 BREAKDOWNS -- 4 --  
 TOTAL CARGO TRIPS -- 10 --  
 AV. TIME PER TRIP - 7 Hrs. 16 Min.

## SHIP'S BOATS

LCM NO. 8

REPORTED	DEPARTED	DESTINATION	RETURNED
		<u>"W" Plus 2 Day</u>	
0853	0906	COMET	0655 W Plus 3 Day
		<u>"W" Plus 3 Day</u>	
0655	0709	CLAREMONT VICTORY	0712 W Plus 4 Day
		<u>"W" Plus 4 Day</u>	
0712	0742	CLAREMONT VICTORY	0838
0838	1017	(C) WHITE BEACH	1155
1155	1155	CLAREMONT VICTORY	1555
1555	1610	(C) WHITE BEACH	0640 W Plus 5 Day
		<u>"W" Plus 5 Day</u>	
0640	0715	(C) WHITE BEACH	0835
0835	0920	(C) WHITE BEACH	1635
1635	1705	(C) WHITE BEACH	1800
1800	1830	ABOARD FOR REPAIRS	2050
2050	2347	(C) WHITE BEACH	1830 W Plus 6 Day
		<u>"W" Plus 6 Day</u>	
1830	2020	(C) WHITE BEACH	1440 W Plus 7 Day
		<u>"W" Plus 7 Day</u>	
1440	1640	(C) WHITE BEACH	1417 W Plus 8 Day
		<u>"W" Plus 8 Day</u>	
1417	1417	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 12 --

BREAKDOWNS -- 1 --

TOTAL CARGO TRIPS -- 8 --

AV. TIME PER TRIP -- 10 Hrs. 30 Min.

## SHIP'S BOATS

LCVP NO. 9

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0904	COMET	1315
1315	1315	BOLIVAR	1725
<u>"W" Plus 3 Day</u>			
1725	0654	COMET	0650 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0650	0915	(C) WHITE BEACH	1425
1425	1455	(C) WHITE BEACH	1613
1613	1630	(C) WHITE BEACH	0645 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0645	0748	(C) WHITE BEACH	1006
1006	1027	(C) WHITE BEACH	1609
1609	1625	(C) WHITE BEACH	1743
1743	1800	ABOARD FOR REPAIRS	2025
2025	2105	(C) WHITE BEACH	0715 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
0715	0752	(C) WHITE BEACH	0914
0914	0927	(C) WHITE BEACH	1407 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
1407	1650	(C) WHITE BEACH	1835
1835	1837	BOLIVAR - WARHAWK	2120
2120	2257	(C) WHITE BEACH	0625 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
0625	0805	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 15 --  
 BREAKDOWNS -- 1 --  
 TOTAL CARGO TRIPS -- 11 --  
 AV. TIME PER TRIP - 5 Hrs. 2 Min.



## SHIP'S BOATS

LCVP NO. 10

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0904	COMET	1400
1400	1400	HOLIVAR	1723
<u>"W" Plus 3 Day</u>			
1723	0654	COMET	0740
0740	1203	(C) WHITE BEACH	1310
1310	1330	ABOARD FOR REPAIRS	1414
1414	1650	(C) MONROVIA	0650 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0650	1016	(C) WHITE BEACH	1348
1348	1410	(C) WHITE BEACH	1558
1558	1618	(C) WHITE BEACH	0640
<u>"W" Plus 5 Day</u>			
0640	0732	(C) WHITE BEACH	0652 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
0652	0727	(C) WHITE BEACH	0840
0840	0901	(C) WHITE BEACH	1002 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
1002	1003	WHITE BEACH	1028
1028	1126	(C) WHITE BEACH	1450
1450	1450	BOLIVAR	1531
1531	1711	(C) WHITE BEACH	1955
1955	2257	(C) WHITE BEACH	0630 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
0630	0757	HOISTED ABOARD SHIP	

TOTAL TRIP -- 16 --

BREAKDOWNS -- 1 --

TOTAL CARGO TRIPS -- 11 --

AV. TIME PER TRIP - 8 Hrs. 54 Min.

## SHIP'S BOATS

LCVP NO. 11

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853 1415 1649	0904 1509 1800	COMET (C) WHITE BEACH ABOARD FOR REPAIRS	1415 1649 0650 W Plus 3 Day
<u>"W" Plus 3 Day</u>			
0650 0102	0658 1143	COMET (C) WHITE BEACH	1102 1657
<u>"W" Plus 4 Day</u>			
1657 0807 1514	0710 0904 1605	ABOARD FOR REPAIRS (C) WHITE BEACH (C) WHITE BEACH	0807 1514 0645 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0645 1138 1417	0755 1203 1445	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1138 1417 1000 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
1000	<del>1108</del>	(C) WHITE BEACH	0900 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
0900	1050	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 10 --

BREAKDOWNS -- 2 --

TOTAL CARGO TRIPS -- 8 --

AV. TIME PER TRIP - 9 Hrs. 24 Min.

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## SHIP'S BOATS

LCVP NO. 12

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853 1500	0853 1627	SMOKE BOAT DUTY WITH ALMAACK (C) WHITE BEACH	0709 W Plus 3 Day
<u>"W" Plus 3 Day</u>			
0709 1010	0750 1010	SMOKE BOAT DUTY WITH ALMAACK BOLIVAR	1225 W Plus 3 Day
<u>"W" Plus 4 Day</u>			
1225 1255 1507	0642 1320 1510	SMOKE BOAT WITH ALMAACK (C) WHITE BEACH (C) WHITE BEACH	1507 0645 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0645 1405 1437 2305	0838 1405 1500 2347	(C) WHITE BEACH SMOKE BOAT WITH ALMAACK (C) WHITE BEACH (C) WHITE BEACH	1405 2305 0740 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
0740 1047 1527 2014	0810 1100 1545 2155	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1047 1527 2014 0550 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
0550 1300	0618 1325	(C) WHITE BEACH (C) WHITE BEACH	1300 0855 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
0855 1010 1425	0942 1308 1650	WHITE BEACH WHITE BEACH HOISTED ABOARD SHIP	1010 1425

TOTAL TRIPS -- 15 --  
 BREAKDOWNS -- 0 --  
 TOTAL CARGO TRIPS -- 12 --  
 AV. TIME PER TRIP 8 Hrs. 18 Min.

## SHIP'S :BOATS

LCVP NO. 13

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853 1500	0853 1500	SMOKE BOAT DUTY WITH ALMAACK (C) WHITE BEACH	0709 W Plus 3 Day
<u>"W" Plus 3 Day</u>			
0709 0750 0859 1010 1031	0709 0750 0906 1012 1315	SMOKE BOAT DUTY WITH ALMAACK BOLIVAR BOLIVAR CLAREMONT VICTORY (C) WHITE BEACH	0859 1010 1031 0750 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0750 1303	0850 1330	(C) WHITE BEACH (C) WHITE BEACH	1303 0645 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0645 2044	0745 2120	(C) WHITE BEACH (C) WHITE BEACH	2044 0915 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
0915 1503 1722	1007 1525 1732	(C) WHITE BEACH (C) WHITE BEACH (C) WHITE BEACH	1503 1722 0658 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
0658 1022 1440 1747 1050	0712 1140 1718 1747 1050	(C) WHITE BEACH (C) WHITE BEACH GEORGE CLYMER SMOKE BOAT DUTY WITH ALMAACK HOISTED ABOARD SHIP	1022 1440 1747

TOTAL TRIPS -- 15 --

BREAKDOWNS -- 0 --

TOTAL CARGO TRIPS -- 11 --

AV. TIME PER TRIP - 9 Hrs. 48 Min.

## SHIP'S BOATS

ICPL NO. 14

REPORTED	DEPARTED	DESTINATION	RETURNED
		<u>"W" Plus 2 Day</u>	
0853	0853	DUTY BOAT WITH ALMAACK - to 1350 W / 6 Day	
		<u>"W" Plus 6 Day</u>	
1350	1350	GEORGE CLYMER	1445
1445	1655	DUTY BOAT WITH ALMAACK	
1655	1655	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 1 --

## SHIP'S BOATS

LCVP NO. 15

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0904	COMET	1315
1315	1315	BOLIVAR	1612
1612	1613	ABOARD FOR REPAIRS	1735
<u>"W" Plus 3 Day</u>			
1735	0724	COMET	1140
1140	1207	(C) WHITE BEACH	0700 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0700	0927	(C) WHITE BEACH	1440
1440	1530	(C) WHITE BEACH	0640 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0640	0733	(C) WHITE BEACH	0900
0900	0912	(C) WHITE BEACH	2010
2010	1155	ABOARD FOR REPAIRS	0030 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
0030	0040	(C) WHITE BEACH	1715
1714	1645	ABOARD FOR REPAIRS	1930
1930	2230	(C) WHITE BEACH	1137 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
1137	1159	(C) WHITE BEACH	1125 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
1125	1252	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 11 --

BREAKDOWNS -- 2 --

TOTAL CARGO TRIPS -- 8 --

AV. TIME PER TRIP 13 Hrs. 12 Min.



SHIP'S BOATS

LCVP NO, 16

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0903	SHERIDAN	1340
1340	1340	BOLIVAR	1537
1537	1538	(C) WHITE BEACH	1715
<u>"W" Plus 3 Day</u>			
1715	0722	SHERIDAN	0740
0740	0905	(C) WHITE BEACH	1230
1230	1650	(C) MONROVIA	0735 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0735	0929	(C) WHITE BEACH	1355
1355	1635	(C) WHITE BEACH	0645 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0645	0716	(C) WHITE BEACH	1007
1007	1040	(C) WHITE BEACH	1247
1247	1313	(C) WHITE BEACH	1820
1820	1854	(C) WHITE BEACH	2300
2300	2355	(C) WHITE BEACH	0802 W Plus 6 Day
<u>"W" Plus 6 Day</u>			
0802	0831	(C) WHITE BEACH	1450
1450	1503	(C) WHITE BEACH	0612 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
0612	0637	(C) WHITE BEACH	1620
1620	1855	WARHAWK	2155
<u>"W" Plus 8 Day</u>			
2155	0725	WHITE BEACH	0910
0810	0830	BOLIVAR	0932
0932	1055	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 19 --  
 Breakdowns -- 0 --  
 TOTAL CARGO TRIPS -- 13 --  
 AV. TIME PER TRIP - 7 Hrs 6 Min.

**SHIP'S BOATS**

LCVP NO. 17

<u>REPORTED</u>	<u>DEPARTED</u>	<u>DESTINATION</u>	<u>RETURNED</u>
<u>"W" Plus 2 Day</u>			
0853	0903	SHERIDAN	1340
1340	1340	BOLIVAR	1537
1537	1538	(C) WHITE BEACH	1715
<u>"W" Plus 3 Day</u>			
1715	0722	SHERIDAN	0740
0740	0808	(C) WHITE BEACH	1010
1010	1035	(C) WHITE BEACH	0707 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0707	0835	(C) WHITE BEACH	1437
1437	1310	(C) WHITE BEACH	0640
<u>"W" Plus 5 Day</u>			
0640	0740	(C) WHITE BEACH	1620
1620	1635	(C) WHITE BEACH	1915
1915	2003	(C) WHITE BEACH	2307
<u>"W" Plus 6 Day</u>			
2307	005	(C) WHITE BEACH	1105
1105	1132	(C) WHITE BEACH	1716
1716	1742	(C) WHITE BEACH	2005
2005	2107	MONROVIA	0807 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
0807	0824	(C) WHITE BEACH	1053
1053	1348	(C) WHITE BEACH	1121 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
1121	1436	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 17 --  
 BREAKDOWNS -- 0 --  
 TOTAL CARGO TRIPS -- 13 --  
 AV. TIME PER TRIP - 7 Hrs. 30 Min.

SHIP'S BOATS

LCVP NO. 18

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0903	SHERIDAN	1340
1340	1340	BOLIVAR	1538
1538	1540	(C) WHITE BEACH	1704
<u>"W" Plus 3 Day</u>			
1704	0722	SHERIDAN	0740
0740	0817	(C) WHITE BEACH	0752 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0752	0845	ABOARD FOR REPAIRS	1200
1200	1225	(C) WHITE BEACH	1434
1434	1505	(C) WHITE BEACH	0640 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0640	0802	(C) WHITE BEACH	1025
1025	1057	(C) WHITE BEACH	0937 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
0937	1000	(C) WHITE BEACH	1312
1312	1324	(C) WHITE BEACH	0956 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
0956	1055	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 11 --  
 BREAKDOWNS -- 1 --  
 TOTAL CARGO TRIPS -- 8 --  
 AV. TIME PER TRIP - 11 Hrs. 24 Min.

## SHIP'S BOATS

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LCVP NO. 19

REPORTED	DEPARTED	DESTINATION	RETURNED
<u>"W" Plus 2 Day</u>			
0853	0903	SHERIDAN	1425
1425	1518	(C) WHITE BEACH	1646
1646	1722	(C) WHITE BEACH	0810 W Plus 3 Day
<u>"W" Plus 3 Day</u>			
0810	0830	(C) WHITE BEACH	1145
1145	1318	(C) WHITE BEACH	0652 W Plus 4 Day
<u>"W" Plus 4 Day</u>			
0652	0852	(C) WHITE BEACH	0843 W Plus 5 Day
<u>"W" Plus 5 Day</u>			
0843	0914	(C) WHITE BEACH	1543
1543	1605	(C) WHITE BEACH	1930
1930	2100	ABOARD FOR REPAIRS	2355
<u>"W" Plus 6 Day</u>			
0355	052	(C) WHITE BEACH	0938
0938	0958	(C) WHITE BEACH	1430
1430	1505	(C) WHITE BEACH	2018
2018	2107	MONROVIA	0840 W Plus 7 Day
<u>"W" Plus 7 Day</u>			
0840	0910	ABOARD FOR REPAIRS	1245
1245	1312	(C) WHITE BEACH	0935 W Plus 8 Day
<u>"W" Plus 8 Day</u>			
0935	1245	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 13 --  
 BREAKDOWNS -- 2 --  
 TOTAL CARGO TRIPS -- 11 --  
 AV. TIME PER TRIP 9 Hrs. 58 Min.

8 01131

SHIP'S BOATS

LCC NO. 1

REPORTED	DEPARTED	DESTINATION	RETURNED
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		<u>"W" Plus 2 Day</u>	
0853	0853	SHFRIDAN	1544 W Plus 4 Day
		<u>"W" Plus 4 Day</u>	
1544	1606	WHITE BEACH	1206 W Plus 7 Day
		<u>"W" Plus 7 Day</u>	
1206	1445	WHITE BEACH	1625 W Plus 8 Day
		<u>"W" Plus 8 Day</u>	
1625	1625	HOISTED ABOARD SHIP	

TOTAL TRIPS -- 3 --  
 BREAKDOWNS -- 0 --  
 CARGO TRIPS -- 0 --

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## BOATS FROM OTHER VESSELS

SHIP	BOAT NO.	TYPE	TIME REPORTED	DESTI NATION	DE PARTED	TIME RETURNED
<u>"W" Plus 2 Day</u>						
COMET	1	LCM	1520	WHITE BEACH	1536	
COMET	2	LCM	1536	WHITE BEACH	1539	
<u>"W" Plus 4 Day</u>						
LST 731			0755	WHITE BEACH	1310	1820 W / 5 Day
<u>"W" Plus 5 Day</u>						
BOLIVAR	1-1	LCM	0919	WHITE BEACH	0926	1132
BOLIVAR	1-1	LCM	1132	WHITE BEACH	1140	1720
BOLIVAR	1-1	LCM	1720	WHITE BEACH	1750	
DOYAN	13	LCVP	1440	WHITE BEACH	1457	1830
"	13	"	1830	WHITE BEACH	1845	
LST 731			1820	WHITE BEACH	1107	W / 7 Day
<u>"W" Plus 6 Day</u>						
BOLIVAR	9	LCVP	1800	WHITE BEACH	1822	
"	11	"	2101	WHITE BEACH	2125	
"	13	"	1810	WHITE BEACH	1847	
"	15	"	2022	WHITE BEACH	2100	
"	16	"	1757	WHITE BEACH	1810	
"	23	"	1800	WHITE BEACH	1810	
SHERIDAN	8	"	2128	WHITE BEACH	2150	
WINDSOR	14	"	0140	WHITE BEACH	0555	
LCT 962			1835	WHITE BEACH	0712	W Plus 7 Day
<u>"W" Plus 7 Day</u>						
LST 986			1010	WHITE BEACH	0640	W Plus 8 Day



RECAPITULATION

SHIP	LCVP			LCM		
	NO. USED	NO. OF TRIPS	AV. TIME PER TRIP	NO. USED	NO. OF TRIPS	AV. TIME PER TRIP
ALMAACK	10	106	9 Hrs. 3 Min.	7	41	9 Hrs. 2 Min.
COMPT	0	0		2	2	Did not return
BOLIVAR	7	7	Did not return	1	43	4 Hrs. 6 Min.
BOYAN	1	1	Did not return	0	0	
SHERIDAN	1	1	Did not return	0	0	
WINDSOR	1	1	Did not return	0	0	

Total boats, all types - 30  
 Total trips - 163  
 Av. time per trip, all boats - 8 Hrs. 18 Min.  
 Total time worked cargo - 98 hrs 23 Min.  
 Av. tonnage discharge - 23 tons per hour.

## U. S. S. ALMAACK

CONFIDENTIALCOMMENTS OF SHIP'S T.Q.M.

1. This ship arrived in Honolulu with orders to be loaded in less than four days. The troop T.Q.M. brought the plans aboard, in which the total tonnage was 1950 tons. There were a few changes that had to be made because the troop T.Q.M. had never seen the ship. I feel that if I, as Ship's T.Q.M., could have arrived a few days or even one day prior to the arrival of the ship, I could have avoided these last minute changes.

2. The major comment concerning the loading and unloading of this ship for this operation was that we were not combat loaded and could not expect to be with 2250 tons (the final loading tonnage plans). With this number of tons we had to use all available hold space. I was informed that the 306th Combat Team was a reserve of the assault combat teams and would not be expected to combat load. But during the unloading phase we were called upon to deliver cargo as though we were combat loaded and could reach any type of supplies or vehicles throughout the ship. This was an impossibility with 2250 tons.

3. During the loading there were entirely too many changes. With less than four days to load, the loading plans should have been approved by the C.O. Troops and never changed, but even after L-Day and right up until the last day there were changes being made. The original ammunition allocated to this ship was changed entirely. There should be a regulation made that 72 or even 24 hours prior to L-Day (Loading Day) should be the dead line for changes. Then a T.Q.M. can be sure that he has the correct material going aboard the ship. The original loading plans called for 1950 tons. Before we were completely loaded the plans called for 2250 tons. A day or so after the ship started to take on cargo, there was a request to add one 3/4 ton truck and one 2 1/2 ton truck. The original plans called for 93 vehicles. All the available space for trucks of this size was taken. One less essential 2 1/2 ton truck was cancelled to add two more trucks and time was spent to make room for them. The changes in ammunition were numerous. A certain type of ammunition was depleted and another supposedly priority ammunition added. The major changes resulted when ordnance officers realized that a certain type of ammunition was not originally allocated to any ship, and this being a KA, took the extra ammunition. An example of this was when the troop T.Q.M. was ordered to put 27 tons of 155 powder aboard the last day, because the 155 projectiles aboard had no powder. I don't feel that this was the responsibility of the Troop T.Q.M. When a final checkup was made I found we had twice as much powder as there were 155 projectiles. The only explanation I have is that some other ship had the extra projectiles.

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U. S. S. ALMAACK

Subject: Comments of Ship's T.Q.M.  
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4. One of the biggest mistakes made by different units is that they take too much organizational equipment (combat, supplementary, commissary supplies, etc.) Then the different units try to overload this equipment. This can be done easily because there is no uniformity to the type, size and weights of the boxes. This is a grave error and may sometime prove disastrous. An example of this, is that when this ship receives an emergency call for a certain type of supplies, say medical supplies, if there was an overload it may mean the difference between minutes or hours before we can get these much needed medical supplies to the beach, and then it may be too late.

5. Palletized supplies are very important to a combat team and especially at the beaches, if and when the pallets can be unloaded on the beaches. The supplies aboard this ship were over palletized. We carried 600 pallets. The stowing of pallets aboard a ship is a difficult job and adds to the broken stowage problem. The advantage of finger lifts aboard this ship is decreased because there is not enough room to maneuver with it in the hold. If the steel deck is wet the wheels slip, and the finger lift is too heavy for the hatch boards. Pallets are very easy and can be handled very quickly if the number for each hold is limited to those that can be stowed on the square of the hatch and within reach of the hook along the side of the hatch.

6. The advantage of pallets is defeated at the beach when they cannot be pulled out of a boat directly upon the beach. There must be bulldozers, cranes, or some other form of prime-mover. In this operation pallets proved to be somewhat of a disadvantage. Because of the reef all boats could not get into the beach, therefore, our boats were held up for several hours. Then we received the order to break all pallets except 155 mm How. ammunition. If the pallets were broken in the ship there was no place to stow the empty pallets. If we broke the pallets in the boat, the beach would not take the empty pallets and the boats had to bring the empty pallets back to the ship. One of our LCM's came back to the ship with an empty pallet caught in it's screw. Some boat crews had thrown the empty pallets over the side. I still feel pallets are very important but advanced information must be positive that the beach facilities can accommodate pallets.

7. This ship completed unloading in 98 hours. This does not include time underway. This included only when the condition was set for unloading. We had boats available and alongside the ship approximately 30 hours as an average for 6 holds of this ship. This includes three (3) LST's, one (1) LCT, 113 LCVP's and 49 LCM's.

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U. S. S. ALMAACK

Subject: Comments of Ship's T.Q.M.

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8. Our No. #2 hold was the longest hold and two LST's completely unloaded this hold in 55 hours. Our No. #6 hold had gasoline drums only and took eight LCM's or 16 hours to unload. This difference is positive proof that with 2250 tons we cannot combat load so each hold can be unloaded at the same time.

9. This ship was very fortunate that we received three LST's and one LCT to unload us. The first day, 22 July, on arriving in the transport area, our boats never left the ship to unload our cargo. The 23 July all our seven LCM's and eight LCVP's were sent to other ships to unload priority supplies. This should have been corrected when we were loading. The USS DOYAN carried the 155 mm howitzers, yet she had no LCM's. The S.S. CLAREMONT VICTORY carried the tanks, yet she had no boats. As an assault cargo ship we should have carried some high priority vehicles. That is our greatest advantage because we carry more LCM's than any other ship in the transport division.

10. In planning the unloading of this ship, I estimated that there were 374 LCVP loads and 76 LCM loads. The actual number of LCVP loads was 113 and LCM loads was 49. The first LST took 51 of our 94 vehicles. In looking back we possibly would have had to spend another 24 to 48 hours to unload the ship if it were not for the help of the LST's and the LCT.

11. The demand for troop working parties was much more than ever expected. We had to furnish 40 men for boats and ten to fifteen for each LST or LCT. The original understanding was that we would have 100 Quartermaster men and 20 Engineers. That was sufficient but its depletion by 40 men and possibly 50 more of the men raised a difficult problem.

EUGENE R. HALDEMAN



U.S.S. ALMAACK

Ref. No.	932
R. S. No.	11 0748

AKALO/A16  
Serial: 355

25 October 1944.

~~SECRET~~

CLASSIFICATION THIS CORRESPONDENCE  
 CHANGED TO... *Secret* .....  
 AUTHORITY ..... *F. 2. 1.* .....  
 DATE ..... *11-15-44* .....  
*m2*

From: Commanding Officer.  
 To : Commander in Chief, United States Fleet.  
 Via : (1) Commander Transport Division TWENTY EIGHT.  
 (2) Commander Transport Division EIGHTEEN.  
 (3) Commander Group SIX, Amphibious Forces,  
 Pacific Fleet.  
 (4) Commander THIRD Amphibious Force.  
 (5) Commander SEVENTH Amphibious Force.  
 (6) Commander SEVENTH Fleet.  
 (7) Commander in Chief, United States Pacific  
 Fleet and Pacific Ocean Areas.

Subject: Action Report - LEYTE ISLAND, Philippine Islands.

Enclosure: (A) Boat Employment Table. - p. 9

PART I - Preliminaries

1. The U.S.S. ALMAACK was a unit of Transport Group Baker, Southern Attack Force during the initial assault phase in the invasion of LEYTE ISLAND, Philippine Islands. The Southern Attack Force landed assault troops, equipment, and supplies of the 96th. Infantry Division on the eastern side of LEYTE ISLAND in the portion running from DULAG north to SAN JOSE.

2. Upon returning to Pearl Harbor, T.H., from the successful recapture of Guam, orders were received to commence loading troops, equipment and supplies of the 96th. Infantry Division on or about 28 August 1944 for the invasion of the Yap Group in the Caroline Islands.

3. All cargo loading was completed expeditiously and the ship was underway on 1 September for Maui, T.H. to conduct Amphibious Training Operations during the period 2-6 September. These training exercises were scheduled and held simulating conditions to be found in the Yap Group.

4. The ship returned to Pearl Harbor, T.H. on September 7th and completed preparations for the pending operation. Ship departed Pearl Harbor for the staging point, Eniwetok Atoll, Marshall Islands, on 15 September 1944. While enroute, daily fleet maneuvers, signal drills, emergency drills and scheduled anti-aircraft firing exercises were conducted.

5. On 20 September, 1944, receipt of Commander Task Force 33 dispatch 160243 revealed that the scheduled operation in the Yap Group had been cancelled. A later message revealed that

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~~CONFIDENTIAL~~~~SECRET~~Subject: Action Report - LEYTE ISLAND, Philippine Islands  
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LEYTE ISLAND was our next objective.

6. The Task Group arrived at Eniwetok for logistic replenishment on September 25, took on fuel and supplies and departed for Manus Island, Admiralty Islands, which was designated as the staging point for the LEYTE operations, arriving at that port on 3 October 1944. At 0001Z, 1 October 1944, Task Force 31 reported to Commander 7th. Fleet for operational control.

7. During the period 3-13 October the Task Group remained at anchor, in Seeadler Harbor, Manus, provisioning, fueling and exercising troops. On 13 October three wave guide officers, 21 men and 6 LQVP's were transferred to various LST's for temporary duty in connection with forthcoming operations. On the same day six boat officers, 36 men and six LGS's reported to the ALMAACK for transportation to LEYTE.

8. The primary mission of this vessel was to land 13 light tanks in the seventh wave at Orange Beach 2. The remainder of the cargo load was "call" and "general unloading" cargo.

9. Our forces employed were as listed in Commander Seventh Fleet's Operation Plan 13-44. Other than occasional enemy air attacks while unloading, this vessel encountered no enemy forces. No shots were fired from the ALMAACK at the enemy during the operation.

10. The wind was prevailing northerly and northeasterly; moderate except for a period on A/1 from about 1400 to 1730 when it blew up to about force 10 at 1500. The sea was moderate throughout except for the period noted above, then a few waves and many whitecaps were attendant. Visibility was excellent except for intermittent rain squalls.

## PART II - Chronological History

11. A-1DAY  
 1600 Commenced forming approach disposition.  
 1635 Streamed paravanes.  
 A-DAY  
 0440 Entered SURIGAO STRAIT enroute to LEYTE GULF.  
 0531 Went to General Quarters.  
 0719 Set Condition 1-A.  
 0746 Commenced forming entry disposition to Transport Areas.

11 0748



U.S.S. ALMAACK

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Subject: Action Report - LEYTE ISLAND, Philippine Islands  
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0820 Recovered paravanes.  
 0830 Entered Transport Area No. 2, 5 mile east of SAN JOSE, LEYTE ISLAND, commenced hoisting out landing craft.  
 0841 Anchored in Berth 61, Transport Area #2.  
 0848 All boats in the water. Commenced unloading tanks into tank lighters.  
 0940 First tank wave left ship for line of departure.  
 0945 All tanks unloaded. Second wave left ship for Line of Departure.  
 1045 Commenced discharging cargo.  
 1140 LOVP #13 received direct shell hit at beach, damaging boat beyond repair and slightly wounding one man.  
 1535 Underway for Transport Area No. 3.  
 1600 Went to General Quarters - single plane air attack. U.S.S. HONOLULU torpedoed.  
 1615 Anchored in Berth No. 3, Transport Area #3.  
 1637 Set Condition 1-A and resumed discharging cargo.  
 1830 Went to General Quarters and commenced laying smoke screen - Air attack.  
 1924 Set Condition 1-A and resumed unloading. Ceased making smoke.  
 A/1 DAY  
 0500 Laid smoke screen.  
 0525 General Quarters. Air attack.  
 0632 Set Condition 1-A and resumed unloading. Ceased making smoke.  
 0919 Went to General Quarters.  
 0932 Set Condition 1-A. Resumed cargo operations.  
 1420 APD #13 came alongside port side to receive fuel.  
 1715 APD #13 cast off from alongside.  
 1810 DMS #18 came alongside port side to receive fuel.  
 1901 Went to General Quarters and commenced laying smoke screen. Air attack.  
 1929 Set Condition 1-A and resumed working cargo.  
 2215 Cast off DMS #18 from alongside.  
 A/2 DAY  
 0557 Went to General Quarters. Commenced laying smoke screen. Air attack.  
 0630 Set Condition 1-A and resumed cargo operations. Ceased making smoke.  
 1224 LCI #472 came alongside port side to

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receive fuel and stores.  
1547 Completed discharging cargo.  
1637 Cast off LCI #472.  
1655 Completed debarking troops.  
1753 All boats aboard. Underway with Task  
Unit 79.14.2 enroute to HOLLANDIA,  
DUTCH NEW GUINEA.  
1839 Went to General Quarters. Air attack.  
1913 Set Condition III.  
2225 Passed through SURIGAO STRAITS and  
entered PHILIPPINE SEA.

PART III - Performance of ordnance material  
and equipment.

12. The ALMAACK fired no shots during the operation. When enemy planes were reported the transport area was immediately placed under a protective smoke screen and but one enemy plane was seen by the ALMAACK. This plane was not placed under fire because of its position relative to other vessels of own force and its distance from ALMAACK.

PART IV - Own battle damage.

13. The ALMAACK itself suffered no battle damage. One 20MM shell fired by own forces, landed on the bridge deck, plowing a 4 inch furrow in the wooden deck covering. One ALMAACK LCVF No. 13, received a direct enemy shell hit when landing on the beach. The boat was damaged beyond repair but the 1/2 ton truck loaded therein was landed undamaged. One man was slightly wounded in the left shoulder by a fragment and the others were unharmed.

PART V - Special Comments.

14. Use of smoke. The value of a protective smoke screen during enemy air attacks can not be over-emphasized. In the LEYTE operations, the transport area was blanketed by a smoke screen laid down by using the fog generators, smoke boats, smoke floats and funnel smoke, each time an air attack was expected or in effect. These screens were the most effective the Commanding Officer has ever seen. One plane passed over this ship at a height estimated to be from 150 to 200 feet above the booms and was not seen, nor is it believed was the ship seen by the pilot, due to the density of the smoke blanket.

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15. Prior to entering SURIGAO STRAITS, on A-1 Day, the vessels of Transport Group Baker were directed to stream paravanes for the passage through the straits and entry to LEYTE GULF. After a successful passage, on the morning of A-Day, their recovery was ordered. The formation was then steaming at 12 knots and above. The ALMAACK found it impossible to recover its paravanes at this speed and the recovery was delayed until speed was reduced on the approach to the Transport Area. It is therefore recommended that the speed for recovery of paravanes be not in excess of 10 knots.

16. Medical.

(a) Routine preparations of medical facilities were made during the stay in Pearl Harbor, and enroute to the area of operation. In accordance with instructions received from CTG 79.2, all hands were inoculated against Cholera and Smallpox. Tetanus, Typhoid was given where indicated. Troops, boat crews, and beach party members received, in addition, typhus prophylaxis. As there was no plague vaccine available, none was given. Upon arrival at Manus Island all hands were put upon a closely supervised regime of anti-malarial suppressive therapy, using as a daily dose one (1) tablet of atabrine. Five (5) units (500cc to unit) of whole fresh blood were drawn and refrigerated. Three (3) of these were for use aboard, and two (2) to be sent to the beach if needed. The problem of gas warfare was again reviewed and the organization for gas decontamination refreshed. From the standpoint of the availability of abundant sterile goods, instruments, and other operating room equipment, this ship was far better prepared for this operation than for any previous one.

(b) Casualties received aboard numbered only three (3), all being minor. One of these casualties was a Philippine guerrilla fighter who had been injured in the American naval bombardment. His wound consisted of a soft-tissue shrapnel laceration of the right elbow. Under pentothal sodium anesthesia the wound was debrided, enlarged, and the bleeding vessels tied off. The second case was one of combat fatigue. These two men were returned to the beach on the following day (A-1). Third casualty was a member of this ship's personnel (boat crew). He received a superficial shoulder laceration when enemy shell fire made a direct hit on his boat. He was restored to duty immediately.

(c) The Medical Department was given most of its work in caring for ship's personnel suffering, in varying degrees, from the effects of chemical smoke. The more common symptoms consisted of choking, coughing, inability to breathe, nausea, vomiting, headache, and collapse. Five or six of these patients suffered from chills and fever, up to 103 degrees,



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which in one case was treated with intravenous saline. Heat exhaustion probably played a part in these latter cases. The men who suffered most from the smoke, were in most cases, men who had chronic bronchial trouble, history of asthma, etc. One chief petty officer had such respiratory distress that he had to be kept in oxygen (BLB mask) most of two nights. Others resorted to the use of their gas masks, but the majority found that a damp cloth held in front of the nose and mouth provided sufficient protection.

17. Navigation. The charts, grids, photographs, etc., furnished this vessel, although very helpful, were too numerous for this type of ship. It is suggested that a single H.O. Chart, reproduced with the beaches, transport areas, line of departure, etc. laid out on it, would reduce the volume of grids and charts. It is further believed that this procedure would enhance the security of the operation.

18. Landing Craft. On arrival at the transport area, the six LCS's were dispatched to the U.S.S. BOLIVAR for orders and from there dispatched to join the Fare wave. The LCC picked up the Sheridan Boat Group Commander, led in the assault troops and then acted as traffic control boat for Orange Beach II. Three LCVP's were dispatched to the BOLIVAR and the last one was retained as a smoke boat. Our LCM's, augmented by 3 from the BAXTER, 1 each from CAPRICORNUS, GEORGE F. ELLIOT and ARTHUR MIDDLETON, were loaded with light tanks and dispatched to the line of departure. There they were lined up abreast and landed on the assigned beach within one minute of scheduled time. At about 1140 our LCVP No. 13 received a direct shell hit at the beach (see paragraph 13 above). During the afternoon of A-day unloading proceeded so rapidly that LCVP No. 18 designated as smoke boat, was released by an LCS, which had returned to the ship, and used for cargo work. Our LCPL and the above LCS were used as smoke boats during the night. Several of our LCVP's suffered rudder and propeller casualties on the beach, but were repaired rapidly and efficiently by the boat repair crew. The boats, generally, functioned excellently.

19. Conclusions. The LEYTE operation was excellently planned and excellently executed. It was a highly successful operation.

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20. Recommendations. During the operation eight (8) LCVP's were inoperative at various times, due to twisted rudder shafts. Although casualties of this sort are to be expected, the following simple rules would reduce the number of such casualties, if followed when retracting from the beaches:

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- (a) Have rudder amidships while beached and while retracting.
- (b) Back off slowly. When boat is felt to free the beach, cut engine to idling speed. (On a shallow beach, such as was attendant on beaches of this operation, running the engines at high speed throws all water from beneath the boat, thus losing power, while the low speeds keeps water under the boat and gives the screw a good pulling base).

21. The use of bulldozers to pull pallets from the boats, caused considerable damage to the ramps. All LGVP ramps were sprung and each LCM ramp was gutted and padeye strength impaired. It is recommended that a longer tow rope be used by the bulldozers as a preventative.

22. Many bilge pump casualties also occurred due to the tremendous amount of sand picked up while ramps were down. This could be prevented by retiring to a safe distance from the beach after unloading, lowering the ramp and cleaning the sand from the boats.

23. Special items of interest during unloading. The unloading phase was completed with a rapidly and efficiency that was very gratifying to the Commanding Officer. This was directly attributable to three factors: (1) the unloading conditions at the beach; (2) the continual availability of landing craft; and (3) the hard work of personnel, especially the army unloading personnel in the holds of the ship. The boats were unloaded rapidly at the beach, thus allowing them to make numerous trips. A total of 4 LST's made one trip each; 2 Quonset barges and one pontoon barge carried one load each; 35 LCM's of other ships made 50 trips and 10 LGVP's made 12 trips. The army working parties did excellent work in the holds and on the beach.

24. The following figures will be of especial interest:

Total cargo carried	2580 tons
Total unloading time	54 hrs. 48 min.
Tons per hour unloaded	45.6
Time at General Quarters and not unloading due to smoke screens.	20 hrs. 01 min.
Net unloading time	34 hrs. 47 min.
Net tons per hour unloaded	72
Tons per hour unloaded last 8 hrs. 47 min.	105

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Tons per hour unloaded last  
4 hrs. 47 min. 156

PART VI

25. Personnel performance. The Commanding Officer is very satisfied and very proud of the performance of duty of the personnel of the ship during the LEYTE operation. To attempt to single out any one man or any group of men would be impossible. Every officer and man aboard ship gave his utmost effort in the unloading of the ship. The spirit in which the work was accomplished was magnificent.

26. The single personnel casualty suffered by the ALMAACK was a minor one occurring when LCVP No. 13 was hit by shell fire. BOWLEY, Donald J., S2c, V-6, 555-99-17, USNR, was slightly wounded in the left shoulder by a fragment. He was treated aboard ship and immediately returned to duty.

C.O. HICKS

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 2

TIME LEFT SHIP                      DESTINATION                      TIME RETURNED

"A" DAY

0942	P.C. 1601	1119
1630	Y.M.S. 389	1735
1740	Aboard for repairs	0145 $\sqrt{1}$ Day Ready for use.

"A"  $\sqrt{1}$  DAY

0145	Y.M.S. 389	0800
0827	Y.M.S. 389	0905
1020	Y.M.S. 389	1403
1428	Y.M.S. 389	1523
1550	Y.M.S. 389	1626
1745	Y.M.S. 389	2220
2240	Took in causeway	0800 $\sqrt{2}$ Day

"A"  $\sqrt{2}$  DAY

0907	Y.M.S. 389	1102
1330	Y.M.S. 389	1615

Hoisted aboard 1710.

10 Cargo trips for ALMAACK

- 1 Trip to beach empty with pontoon causeway.
- 1 Breakdowns.

2 hrs. 42 min. Ave. Time Per Trip.

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SHIP'S BOATS

LCM NO. 3

TIME LEFT SHIP                      DESTINATION                      TIME RETURNED

"A" DAY

0940	P.C. 1601	1130
1350	Y.M.S. 389	1425
1712	Y.M.S. 389	1740
2300	Y.M.S. 389	2350

"A" 1 DAY

0110	Y.M.S. 389	0310
0345	Y.M.S. 389	0507
0707	Y.M.S. 389	1030
1121	Y.M.S. 389	1423
1550	Y.M.S. 389	1641
1712	To AURIGA	2135
2240	Took in causeway.	0800

"A" 2 DAY

0955	Y.M.S. 389	1237
1530	Y.M.S. 389	1632

Hoisted aboard 1655.

- 11 Cargo trips for ALMAACK
- 1 Cargo trip for AURIGA
- 1 Trip to beach with pontoon causeway.
- 0 Breakdowns.

2 hrs. 27 min. Ave. Time Per Trip.

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U.S.S. ALMAACK

SHIP'S BOATS

LCM NO. A

TIME LEFT SHIP	DESTINATION	TIME REQUIRED
----------------	-------------	---------------

"A" DAY

0940	P.C. 1601	1120
1125	Aboard for repairs.	1240 Ready for use
1630	Y.M.S. 389	1705
1745	Y.M.S. 389	0815 "A" 1 Day

"A" 1 DAY

0912	Y.M.S. 389	1245
1325	Y.M.S. 389	1437
1420	Y.M.S. 389	1748
2150	Y.M.S. 389	0200 "A" 2 Day.

"A" 2 DAY

0100	Y.M.S. 389	0932
0940	Alongside for repairs	1040 Ready for use.
1400	Y.M.S. 389	1625

Hoisted aboard 1630.

9 Cargo trips for ALMAACK.  
2 Breakdowns.

3 hrs. 54 min. Ave. Time Per Trip.

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SHIP'S BOATS

LCM NO. 5

TIME LEFT SHIP	DESTINATION	TIME RETURNED
----------------	-------------	---------------

"A" DAY

0940	P.C. 1601	1114
1133	DOYEN	0408 "A" 1/2 Day

"A" 1 DAY

0408	Alongside for repairs.	0750 Ready for use.
0810	Y.M.S. 176	0855
0905	Y.M.S. 389	1000
1020	Y.M.S. 389	1423
1430	Y.M.S. 389	1616
1600	Y.M.S. 389	1012 "A" 1/2 Day.

"A" 2 DAY

1455	Y.M.S. 389	1655
------	------------	------

Hoisted aboard 1715.

Large trips for ALMAACK  
 To DOYEN for 16 hrs. 35 min.  
 1 Breakdowns.

3 hrs. 18 min. Avo. Time Per Trip.



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U.S.S. AIMACK

SHIP'S BOATS

ICM NO. 6

TIME LEFT SHIP                      DESTINATION                      TIME RETURNED

"A" DAY

0942	P.C. 1601	1114
1707	Y.M.S. 389	1755
1821	Y.M.S. 389	1855
1910	Y.M.S. 389	2025
2050	Y.M.S. 389	2335

"A"/1 DAY

0025	Y.M.S. 389	0315
0350	Y.M.S. 389	0455
0620	Y.M.S. 389	0700
0732	Y.M.S. 389	0805
0820	Y.M.S. 389	0855
1010	Y.M.S. 389	1215
1245	Y.M.S. 389	1325
1345	Y.M.S. 389	1405
1530	Y.M.S. 389	1814
1700	Y.M.S. 389	2300

"A"/2 DAY

0055	Y.M.S. 389	0422
0920	Y.M.S. 389	1155
1440	Y.M.S. 389	1720

Hoisted aboard 1735.

18 Cargo trips for AIMACK

0 Breakdowns.

1 hr. 41 min. Ave. Time Per Trip.

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U.S.S. ALMAACK

SHIP'S BOATS

LCM NO. 7

TIME LEFT SHIP                      DESTINATION                      TIME LEFT SHIP

"A" DAY

0942	P.O. 1601	1117
1133	P.O. 1601	1247
1555	Y.M.S. 389	1740
1808	Y.M.S. 389	1913
2305	Y.M.S. 389	2350

"A" 1/2 DAY

0025	Y.M.S. 389	0450
0720	Y.M.S. 389	0955
1129	Y.M.S. 389	1408
1630	Y.M.S. 389	1735
2048	Y.M.S. 389	2120
2250	Y.M.S. 389	0200 "A" 1/2 Day.

"A" 1/2 DAY

0335	Y.M.S. 389	1503
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Hoisted aboard 1602.

13 Cargo trips for ALMAACK  
0 Breakdowns.

2 hrs. 57 min. Avg. Time For Trip.



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SHIP'S BOATS

LCM No. 8

TIME LEFT SHIP                      DESTINATION                      TIME RETURNED

"A" DAY

0940	PC 1601	1109
1123	PC 1601	1300
1620	YMS 389	1739
1751	" "	1945
2030	" "	2340

A/1-DAY

0025	YMS 389	0147
0310	" "	0350
0430	" "	0630
0820	" "	1100
1207	" "	1550
1725	" "	0200 A/2 Day

A/2 DAY

0325	YMS 389	1120
1445	" "	1715
1720	Hoisted Aboard	

13 Cargo Trips for ALMAACK  
0 Breakdowns  
Av. Time Per Trip 2 hrs. 59 min.

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SHIP'S BOATS

LCVP No. 9

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>RETURNED</u>
Detached Oct. 8	LST 564	1107 A-Day
<u>"A" DAY</u>		
1128	PC 1601	1245
1630	YMS 389	1723
1820	" "	1912
1940	" "	2250
2345	" "	0715 A/1 Day
<u>A/1 DAY</u>		
0745	YMS 389	0915
0955	" "	1300
1325	" "	1440
1458	" "	1630
1650	" "	2345
<u>A/2 DAY</u>		
0037	YMS 389	0446
0843	" "	0935
1005	" "	1106
1645	Hoisted Aboard	

13 Cargo Trips For ALMAACK  
1 Trip for LST 564  
0 Breakdowns  
Av. Time Per Trip 2 hrs. 36 min.

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SHIP'S BOATS

LCVP No. 10

TIME LEFT SHIP	DESTINATION	REPORTED
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Detached Oct. 8	LST 564	1040 A-Day
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"A" DAY

1104	PC 1601	1227
1310	Aboard For Repairs	1337 Ready for use
1630	YMS 389	1720
1802	" "	1855
2120	Aboard for Repairs	0510 A/ Day-Ready For use.

A/1 DAY

0727	YMS 389	0915
0920	Alongside for Repairs	1000 Ready for use
1015	YMS 389	1223
1237	" "	1411
1437	" "	1553
1612	Aboard For Repairs	2040 Ready for use.

A/2 DAY

0110	YMS 389	1135
1555	Hoisted Aboard	

8 Cargo Trips for ALMAACK  
 4 Breakdowns  
 1 Trip for LST 564  
 Av. Time Per Trip 2hrs. 24 min.

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U.S.S. ALMLACK

SHIP'S BOATS

LCVP No. 11

TIME LEFT SHIP	DESTINATION	REPORTED
----------------	-------------	----------

"A" DAY

0855	BOLIVAR	1200
1407	YMS 389	1625
1715	" "	1755
2140	" "	2320
2330	" "	0040 A/1 Day

A/1 DAY

0110	YMS 389	0415
0545	" "	0750
0810	" "	1403
1403	Alongside for Repairs	2245 Ready for use

A/2 DAY

0100	YMS 389	1120
1120	Alongside for Repairs	1240 Ready for use
1650	YMS 389	1735
1745	Hoisted Aboard	

9 Cargo Trips for ALMLACK

1 Trip for BOLIVAR

2 Breakdown.

4.7. Time Per Trip 3hrs. 06 min.



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SHIP'S BOATS

LCVP No. 12

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>REPORTED</u>
Detached Oct. 8	LST 669	1109 A-Day
<u>"A" DAY</u>		
1159	BOLIVAR ( did not use)	1226
1420	YMS 389	1625
1709	" "	1740
1855	" "	2040
2340	" "	0730 A/1 Day

A/1 DAY

0730	Alongside for Repairs	0955 Ready for use
1000	YMS 389	1455
1459	Alongside for Repairs & fitting as smoke boat	1700 Ready for use
1737	To CAMBRIA for Smoke Boat	1745 A/2 Day

A/2 DAY

1115	YMS 389	1225
1655	" "	1735
1745	Hoisted Aboard	

6 Cargo Trips for ALMAACK  
1 Trip for LST 669  
Smoke boat for 14 hrs.  
2 Breakdowns  
Av. Time Per Trip 3hrs. 38 min.

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SHIP'S BOATS

LCVP No. 13

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>REPORTED</u>
Detached Oct. 8	LST 669	1058
	<u>"A" DAY</u>	
1116	PC 1601	

1 Cargo Trip for ALMACK

1 Trip for LST 669

Destroyed by enemy shell fire.



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SHIP'S BOATS

ICPL #14

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>RETURNED</u>
-----------------------	--------------------	-----------------

A DAY

0942  
1019

PC1601  
Duty Boat

1019

A Plus 2 Day

1646

Hoisted Aboard

DUTY BOAT AND SMOKE BOAT.

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SHIP'S BOATS

LCVP #15

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>RETURNED</u>
Detached 10/8/44	LST #672	1202
1349	YMS #389	1600
1658	" " "	1740
2230	" " "	0040 A+1 Day

A Plus 1 Day

0145	YMS #389	0300
0355	" " "	0459
0716	" " "	0855
0915	" " "	1230
1245	" " "	1357
1411	" " "	1542
1955	" " "	2140

A Plus 2 Day

0120	YMS #389	0815
0852	" " "	1013
1458	" " "	1730

1735 Hoisted Aboard.

13 Cargo trips for ALMAACK

1 Trip for LST #672.

0 Breakdowns.

2 hrs. 07 min. Average time per trip.

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SHIP'S BOATS

LCVP #16

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>RETURNED</u>
-----------------------	--------------------	-----------------

A Day

0655	BOLIVAR	1200
1630	YMS#389	1725
1725	Alongside for repairs	0700 Ready use.

A Plus 1 Day

0857	YMS#389	1121
1215	" " "	1405
1420	" " "	1537
1557	" " "	1745
1950	" " "	1005 A/2Day

A Plus 2 Day

1005	Aboard for repairs	1235 Ready for use.
1620		1647
1700	Hoisted aboard.	

7 Cargo trips for ALMAACK

1 Trip for BOLIVAR

2 Breakdowns.

3 hrs. 16 min. Average time per trip.

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SHIP'S BOATS

LCVP #17

TIME LEFT SHIP	DESTINATION	RETURNED
----------------	-------------	----------

A Day

Detached 10/8/44	LST#672	1113
1630	YMS#389	1720
2230	" " "	0340 A/1 D

A Plus 1 Day

0410	YMS#389	0708
0730	Aboard for repairs	1125 Ready for use.
1149	YMS#389	1310
1321	" " "	1407
1425	" " "	1610
1612	Alongside for repairs	1005 A/2 Day Ready for use.

A Plus 2 Day

1005	YMS#389	1105
1105	Alongside for repairs	1300 Ready for use.
1628	" " "	1655
1657	Hoisted aboard.	

7 Cargo trips for ALMAACK  
 1 Trip for LST#672.  
 3 Breakdowns.  
 4 hrs. 36 min. Average time per trip.

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SHIP'S BOATS

LCVP #18

TIME LEFT SHIP                      DESTINATION                      RETURNED

A Day

0855	Duty smoke boat	2200
2300	YMS#389	0107 A/1 Day

A Plus 1 Day

0115	YMS#389	0400
0429	" " "	0515
0732	" " "	0957
1025	" " "	1518
1540	" " "	1710
1710	Alongside for repairs	0815 A/2 Day Ready for use.

A Plus 2 Day

0843	YMS#389	0949
1350	" " "	1625
1650	" " "	1735
1750	Hoisted aboard.	

9 Cargo trips for ALMAACK  
Smoke boat for 13 hrs.  
1 Breakdown.  
2 hrs. 05 Min. Average time per trip.



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U.S.S. ALMAACK

SHIP'S BOATS

LCVP #19

TIME LEFT SHIP	DESTINATION	RETURNED
----------------	-------------	----------

A Day

0855	BOLIVAR	1157
1159	BOLIVAR (did not use)	1226
1630	YMS#389	1723
1855	" " "	0040 A/1 Day

A Plus 1 Day

0045	Aboard for repairs.	0155 Ready for use.
0330	YMS#389	0445
0515	" " "	0710
0730	Aboard for repairs.	1115 Ready for use.
1126	YMS#389	1247
1255	" " "	1412
1443	Alongside for repairs.	1310 A/2 Day

A Plus 2 Day

1409	YMS#389	1440
1640	Hoisted aboard.	

7 Cargo trips for ALMAACK  
 1 Trip for BOLIVAR.  
 3 Breakdowns.  
 1 hr. 51 min. Average time per trip.



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RECAPITULATION

SHIP	LCVP NO. USED	NO. OF TRIPS	AV. TIME PER TRIPS	NO. LCM'S USED	NO. OF TRIPS	AV. TIME PER TRIP
ALMAACK	9	80	2hrs. 51min.	7	80	2hrs. 41M
BAXTER	0	0		3	3	
CAPRICORNUS	0	0		1	1	
MIDDELTON	0	0		1	1	
ELLIOT	0	0		1	1	
BELLE GROVE	0	0		14	29	2hrs. 42M
CASA GRANDE	0	0		6	6	
RUSHMORE	0	0		7	8	
FUNSTON	5	6		0	0	
CALBRIA	5	6		1	1	

4 LCT's - One trip each.

2 Quonset Barges - One trip each.

1 Pontoon causeway - One trip.

TOTAL BOATS ALL TYPES	67
TOTAL TRIPS	230
AVERAGE TIME PER TRIP ALL BOATS	2 hrs. 47 min.
TOTAL TIME WORKED CARGO	54 hrs. 48 min.
NET TIME WORKED CARGO	34 hrs. 47 min.
AVERAGE TONNAGE DISCHARGE	45.6 gross tons per hour on total time cargo worked basis.

3853  
A16-3 (1) (e)

COMMANDER TRANSPORT DIVISION 28  
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET

FIRST ENDORSEMENT to  
CO, USS ALMAACK ltr. AKA10/A16,  
Serial: 355, dated 25 October 1944.

c/o Fleet Post Office  
San Francisco, California.

27 October 1944.

**CONFIDENTIAL**

From: Commander Transport Division 28.  
To: Commander in Chief, United States Fleet.  
Via: (1) Commander Transport Division EIGHTEEN.  
(2) Commander Group SIX, Amphibious Forces,  
Pacific Fleet.  
(3) Commander THIRD Amphibious Force.  
(4) Commander SEVENTY Amphibious Force.  
(5) Commander SEVENTY Fleet.  
(6) Commander in Chief, United States Pacific  
Fleet and Pacific Ocean Areas.

Subject: Action Report - LEYTE ISLAND, Philippine Islands.

1. Forwarded.

*H. C. FLANAGAN*  
H. C. FLANAGAN.

OF6-12/APA36/A16-3  
Serial No. 06

COMMANDER TRANSPORT SQUADRON TWELVE

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

2nd ENDORSEMENT to CO, USS  
ALMAACK ltr. AKA10/A16, Serial  
355 dated 25 October 1944.

4 November 1944.



A16-3

From: Commander Transport Squadron TWELVE.  
To: Commander-in-Chief, U. S. Fleet.  
Via: (1) Commander Task Group 79.2 (Commander Amphibious Group SIX).  
(2) Commander Task Force 79 (Commander THIRD Amphibious Force).  
(3) Commander Task Force 77 (Commander SEVENTH Fleet).

Subject: Action Report - LEYTE ISLAND, Philippine Islands.

1. Forwarded.

*H. B. KNOWLES*  
H. B. KNOWLES.

Copy to:  
CinCPac (2) (direct)  
USS ALMAACK

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FILE NO. A16-3  
SERIAL 0129

COMMANDER GROUP SIX  
AMPHIBIOUS FORCES, PACIFIC FLEET  
c/o FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

hh

DEC 13 1944

7 DEC 1944

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

THIRD Endorsement on  
CO, USS ALMAACK Conf.  
ltr. AKALO/A16, Serial  
355, dated 25 October  
1944.

From: Commander Amphibious Group SIX, U. S. Pacific Fleet (CTG 79.2).  
To: Commander in Chief, United States Fleet.  
Via: (1) Commander THIRD Amphibious Force, U. S. Pacific Fleet  
(CTF 79).  
(2) Commander SEVENTH Fleet (CTF 77).

Subject: Action Report - LEYTE ISLAND, PHILIPPINE ISLANDS.

1. Forwarded.

2. The ALMAACK did an excellent job at LEYTE. Her unloading was carried out in an outstanding manner.

*Forrest B. Royal*  
FORREST B. ROYAL

Copy to:  
CO, USS ALMAACK (AKALO)  
ComTransDiv 28 (Temp)  
ComTransRon 12

1 02594

1 02594

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A16-3(1)

File No. FE25/A16-3(3)

THIRD AMPHIBIOUS FORCE  
OFFICE OF THE COMMANDER

OL/cpw

Serial

1-048J

CONFIDENTIAL

30 DEC 1944

FOURTH ENDORSEMENT to  
CO, USS ALMAACK Conf.  
ltr. AKALO/A16, Serial  
355, of 25 Oct. 1944.

From: Commander Third Amphibious Force.  
To : Commander Seventh Fleet.

Subject: Action Report - LEYTE ISLAND, PHILIPPINE ISLANDS.

1. Forwarded.

2. The performance of ALMAACK in unloading an overall average of 72 tons per hour and maintaining an average of 105 tons per hour for nearly nine hours was outstanding and in close accord with estimates made during planning.

  
T. S. WILKINSON.

Copy to:

ComPhibGrp 6  
ComTransRon 12  
ComTransDiv 28  
CO, USS ALMAACK

1 02594

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UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

Al6-3(F-3-4/wmaw)

1 02594

Serial: 0150

8 JAN 1945

CONFIDENTIAL

FIFTH ENDORSEMENT to: ✓  
CO USS ALMAACK conf.  
ltr. AKAl0/Al6, serial  
355 of 25 October 1944.

From: Commander SEVENTH Fleet.  
To : Commander in Chief, United States Fleet.

Subject: Action Report - LEYTE ISLAND, PHILIPPINE ISLANDS.

1. Forwarded, concurring in the remarks expressed in the Fourth Endorsement.

C. E. VAN HOOK,  
Deputy.

Copy to:  
ComPhibGrpSIX  
ComTransRonTWELVE  
ComTHIRDPhib  
CO USS ALMAACK



AKALO/A16  
Serial: 365

19 November 1944.

CONFIDENTIAL

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

Via : (1) Commander Transport Division TEN.  
(2) Commander Transport Division EIGHT.  
(3) Commander THIRD Amphibious Force.  
(4) Commander SEVENTH Amphibious Force.  
(5) Commander SEVENTH Fleet.  
(6) Commander in Chief, United States Pacific Fleet and Pacific Ocean Areas.

Subject: Action Report - LEYTE ISLAND, Philippine Islands, 14-15 November 1944.

PART I - Preliminaries

1. The U.S.S. ALMAACK was assigned to operate with Transport Division TEN, the mission of which was to lift certain 11th. Corps Headquarters Units, and Units of the 310th. Bomb Wing at MOROTAI, to be landed at LEYTE. The landing was on beaches which were held by our forces, and was non-tactical. The cargo carried was not combat loaded.

2. Upon leaving LEYTE on 1/2 Day, the ALMAACK and other assigned vessels were routed to HOLLANDIA, DUTCH NEW GUINEA, arriving there on 27 October. Subsequently orders covering prospective movements were received, and the MOROTAI detachment departed HOLLANDIA on 2 November, arriving at MOROTAI after daylight 5 November. Loading was commenced at Army Pier #3 the following day and was completed in 24 hours. During the entire stay at MOROTAI, until departure on 10 November, the ship went to General Quarters 13 times as a result of the presence of enemy aircraft. Upon two occasions Jap planes were seen in the beam of our anti-aircraft searchlights ashore, and on one of these occasions the ALMAACK fired 8 rounds of 5"/38 Caliber anti-aircraft ammunition and 4 rounds of 3"/50 Caliber anti-aircraft ammunition. The bursts appeared to be very close to the plane, and there is a possibility that some damage was inflicted upon it, although it disappeared from the searchlight beam and could no longer be observed.

3. The MOROTAI detachment joined Transport Divisions EIGHT and TWENTY-FOUR enroute and proceeded in company to LEYTE. A Japanese Torpedo Bomber attack was made on the formation on the afternoon of 13 November, the day before arrival. Several bogies were reported and tracked by the air search radar guardship, and one J11 closed to visual range,



CONFIDENTIAL

Subject: Action Report - LEYTE ISLAND, Philippine Islands,  
14-15 November 1944.

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coming in on a bearing of about 100° relative to the formation axis. A torpedo was launched at the CATSKILL, the last ship in the left flank column, directly astern of the ALMAACK. The plane was taken under fire by our three inch and five inch batteries at 2500 yards, and by our 20MM batteries at about 800 yards. Bursts from the automatic weapons were definitely seen to score hits on the right wing and on the tail of the Jap plane, and as these parts disintegrated the plane went out of control about 100 yards from the CATSKILL, and after passing slightly astern plunged into the sea. There were no survivors. The CATSKILL skillfully maneuvered to avoid the torpedo, and it spent itself without inflicting damage.

PART II - Unloading Phase

4. Upon arrival in the Transport Area, the ALMAACK had 7 LCVP's and its LCPL at the rail for immediate lowering. All boats were in the water 23 minutes after the order to lower boats was given, and, in accordance with previous instructions, our LNC and all seven of our LCM's were despatched to other ships. Unloading commenced at 0730, and continued without interruption, as boats were available, until completion at 0900 the following morning, a total elapsed time of 25½ hours. No priorities were assigned, and the cargo was taken from the holds in a manner most calculated to expedite the unloading. On a number of occasions enemy planes were reported in the vicinity, but unloading was continued in accordance with the policy of which all ships were advised by the SOPA. Although the ship did not go to General Quarters at those times, gun crews were alerted, and smoke missions were carried out by the two smoke boats which had been equipped. Smoke was also made by the ship's fog generators.

PART III - Chronological

13 November

1540 Went to General Quarters.  
1546 Commenced evasive maneuvers.  
1703 Commenced firing - enemy plane shot down.  
1803 Set Condition III.  
1836 Commenced forming approach disposition.  
2235 Went to General Quarters.  
2325 Set Condition III.

14 November

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CONFIDENTIAL

Subject: Action Report - LEYTE ISLAND, Philippine Islands,  
14-15 November 1944.

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14 November

0036 Entered SURIGAO STRAIT.  
0600 Went to General Quarters.  
0636 Set Condition IA.  
0652 Entered Transport Area and commenced  
hoisting out landing craft.  
0713 Anchored off Yellow Beach.  
0715 All landing craft water borne.  
0933 Underway to shift anchorage.  
1040 Anchored off Blue Beach.  
1739 Underway to shift anchorage.  
1835 Anchored off Catmon Hill Beach.  
2215 Commenced making smoke.  
2225 Ceased making smoke.

15 November

0543 Commenced making smoke.  
0632 Ceased making smoke.  
0730 Underway to shift anchorage.  
0758 Anchored off Blue Beach.  
0900 Completed unloading.

PART IV - Performance of Ordnance  
Material and Equipment.

6. The ALMAACK fired on the two occasions previously mentioned, one at MOROTAI and one just east of LEYTE GULF. On the first, the results could not be clearly observed, while on the second, the Jap plane was shot down, either by the ALMAACK's batteries alone, or by them in conjunction with those of other ships firing at the same time. At that time three personnel casualties were suffered from flying fragments of 20MM projectiles which exploded against a ship's guy wire in the line of fire, from other vessels. There were no material nor ammunition casualties. No battle damage was suffered by the ALMAACK, nor by any of her boats during the operation.

PART V - Special Comments

7. There was some confusion concerning the beach at which the material carried by the ALMAACK was to be unloaded, and shifts in anchorage were required three times. Unloading continued underway, however, and no substantial amount of time was lost.

CONFIDENTIAL

Subject: Action Report - LEYTE ISLAND, Philippine Islands,  
14-15 November 1944.

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8. As soon as the ALMAACK's seven LCM's were in the water, they were sent as directed to other ships. This was done to insure the completion of unloading by nightfall of the 14th. of all APA's, AP's, and LSV's in the group. Although it is felt that assuming no delays for lack of boats the ALMAACK could have completed unloading in one day, such a policy no doubt would have deprived the other types of unloading media, and thus would have delayed the departure of a greater number of vessels.

9. During the unloading, the ALMAACK provisioned the four LST's and one LSM which carried loads for us, as well as one other LST which had not been successful in securing provisions from the ships for which she was working. Clothing and small stores were made available to the personnel of these craft. While at MOROTAI, the ALMAACK fueled to capacity the six destroyers which constituted the screen of the MOROTAI detachment. Percentage of fuel capacity on hand was thus reduced to about 36%, but a safe margin still remained for expected operations.

10. Total cargo carried was 1372 tons, consisting of 163 vehicles, most of them fully loaded, 169 drums of 80 octane gasoline, and organizational equipment. Elapsed unloading time was 25 1/2 hours, or an average of 53.8 tons per hour. Material assistance was rendered by one LSM, and by three LST's, which made a total of nine trips.

11. The following boat trips were made: one LSM; nine LST; 38 LCM; and 44 LCVP. All of the LCM's and LCVP's employed were ALMAACK boats; no boats of other ships were used.

NOV 20 11 53 G.O. RICKS

RECEIVED  
U.S. ARMY  
COMMUNICATIONS CENTER

11 04401





COMMANDER IN CHIEF

U.S. FLEET  
RECEIVED

21. Hits on ship **None**

U.S. ship strafed **No**

Size gun

22. Number near bomb misses **None** 1944 NOV 30 12 41 Casualties from near misses **None**

23. Planes shot down - Sure **1** Possible **0** Damaged **0**

By what size gun **20MM**

24. Details of damage to target by gunfire if available

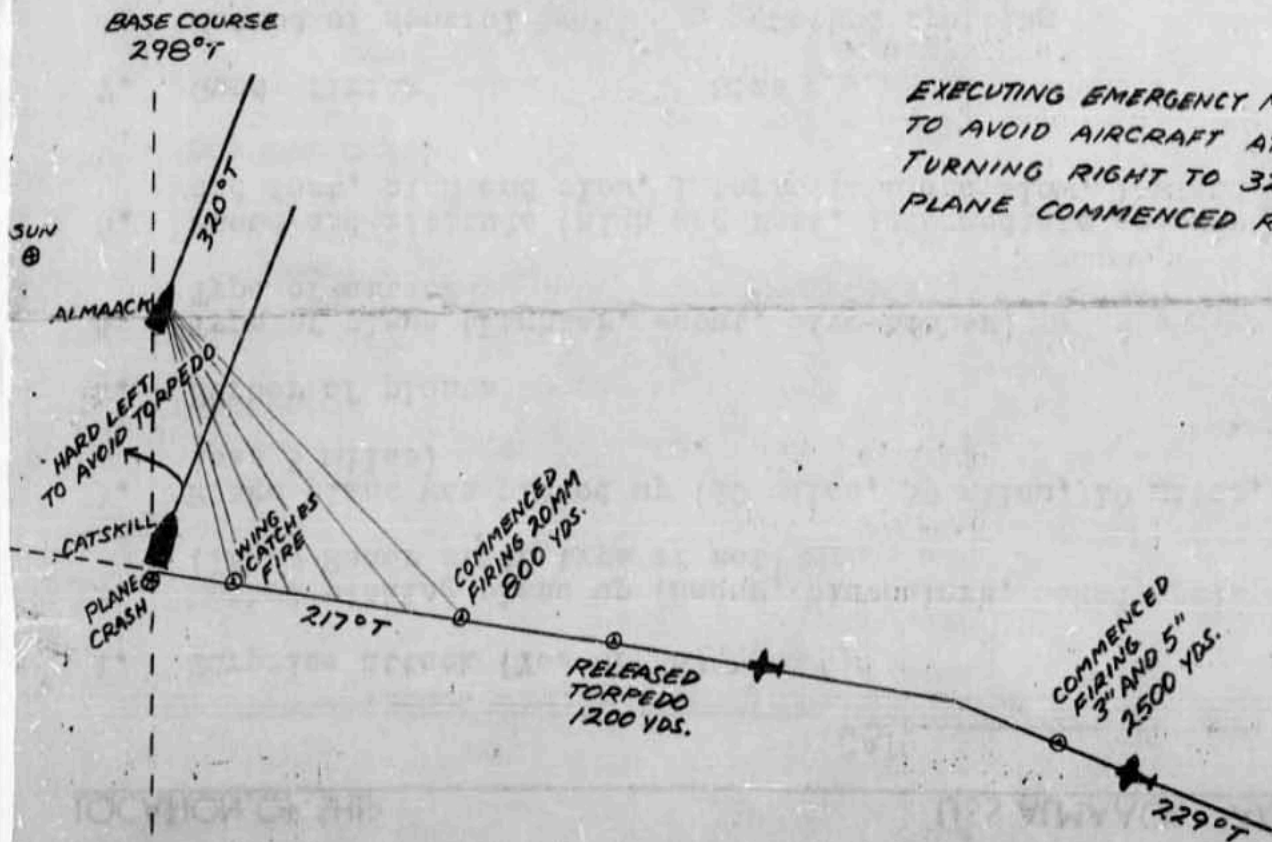
**By observation - Starboard wing caught fire, wing disintegrated. Tail assembly crumbled. Plane crashed.**

25. Performance of ammunition (Excellent, good, bad, poor) **Excellent**

26. Pattern sizes (Large, small excessive) **Note: Since this vessel has no fire control equipment aboard, all ranges given above are approximate.**

SKETCH

- (a) Indicate direction of attack relative ship's head.
- (b) Show relative position of sun.
- (c) Indicate own maneuvers.



FB7-10/A16-3  
Serial: 0335

COMMANDER TRANSPORT DIVISION TEN  
%Fleet Post Office,  
San Francisco, California.

05/wcb

CONFIDENTIAL:

23 November 1944

FIRST ENDORSEMENT to:  
USS ALMAACK ltr AKA10/A16  
Ser 365 of 19 Nov. 1944.

From: Commander Transport Division TEN (CTU 79.15.2).  
To : Commander in Chief, U. S. Fleet.  
Via : (1) Commander Task Unit 79.15.6 (CTD 8).  
(2) Commander Task Force 79.  
(3) Commander SEVENTH Amphibious Force.  
(4) Commander SEVENTH Fleet.  
(5) Commander in Chief, U.S. Pacific Fleet  
and Pacific Ocean Areas.

Subject: Action Report - LEYTE ISLAND, Philippine Islands,  
14-15 November 1944.

Reference: (a) PacFltConfltr 2CL-44.

1. Forwarded.

2. Commander Task Unit 79.15.2 and Commander Task Unit 79.15.6 have covered these operations reported herein in their group reports. A good bit of the substance of this letter might well be recorded in the War Diary, but as it is now written it will be forwarded with no other comment except that the Commanding Officer's attention is invited to reference (a), covering action reports and war diaries.

*S. M. Haight*  
S. M. HAIGHT.

Copy to:  
CO USS ALMAACK

1 02037

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105744  
NOV 28 1944

FB7-8/A16-3  
SECOND ENDORSEMENT: on  
AKAIO/A16, serial 365  
of 19 November 1944

TRANSPORT DIVISION EIGHT  
U.S. PACIFIC FLEET

26 November 1944

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

From: Commander Transport Division EIGHT (CTU 79.15.6).  
To: Commander-in-Chief, U.S. Fleet.  
Via: (1) Commander Task Force 79.  
(2) Commander SEVENTH Amphibious Force.  
(3) Commander SEVENTH Fleet.

Subject: Action Report - LEYTE ISLAND, Philippine  
Islands, 14-15 November 1944.

1. Forwarded.

*S. P. Jenkins*  
S. P. JENKINS.

1 02037

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A16-3(2)

File No. FE25/A16-3(3)

THIRD AMPHIBIOUS FORCE  
OFFICE OF THE COMMANDER

01/ad

Serial 0437

CONFIDENTIAL

29 DEC 1944

THIRD ENDORSEMENT to  
CO, USS ALMAACK conf.  
ltr. AKALO/A16, ser.  
365 of 19 November 1944.

From: Commander Third Amphibious Force.  
To : Commander Seventh Fleet.

Subject: Action Report - LEYTE ISLAND, Philippine Islands,  
14-15 November 1944.

- 1. Forwarded.

*T. S. Wilkinson*  
T. S. WILKINSON.

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UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

24/  
1 02037

A16-3(F-3-4/wmw)

Serial: 095

6 JAN 1945

CONFIDENTIAL

FOURTH ENDORSEMENT to:  
CO USS ALMAACK conf.  
ltr. AKALO/A16, ser.  
365 of 19 November,  
1944.

From: Commander SEVENTH Fleet.  
To : Commander in Chief, United States Fleet. ✓  
Subject: Action Report - LEYTE ISLAND, Philippine Islands,  
14-15 November 1944.

1. Forwarded.

Copy to:  
CO USS ALMAACK  
ComTransDiv 10  
ComTransDiv 8  
Com3rdPhibFor

*J. H. Long*  
J. H. LONG,  
By direction.

U. S. S. ALMAACK

AL10/AL6  
Serial: 01

Fleet Post Office  
San Francisco,  
California

14 January 1945.

CONFIDENTIAL

A16-3 2096

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

- (1) Commander Transport Division 28.
- (2) Commander Amphibious Group SEVEN, Amphibious Forces, Pacific Fleet.
- (3) Commander THIRD Amphibious Force.
- (4) Commander SEVENTH Amphibious Force.
- (5) Commander SEVENTH Fleet.
- (6) Commander in Chief, Pacific Ocean Areas.

Subject: Action Report, Lingayen Operation, Philippine Islands.

Enclosures: (A) Drawings of suggested change in LCM(3) lifting pads. <sup>P. 25</sup>  
(B) Boat Employment Tables. <sup>P. 28</sup>

PART I - Brief Summary

1. The U.S.S. ALMAACK was a unit of Transport Group A, Lingayen Attack Force, during the assault on Lingayen. The period covered by this report is from 30 November 1944 to 15 January 1945.

2. This ship loaded 1478.22 tons of cargo of HQT 148 at Empress Augusta Bay, Bougainville Island, Solomon Islands, and unloaded this cargo at the objective, during the period of 9 January 1945 and 12 January 1945.

3. The ALMAACK departed from the objective at 1700, 12 January in company with Task Group 79.14.6.

PART 2 - Preliminaries

1. During the subject operation, this ship was attached to Transport Division 28, in Task Unit 79.3.1. This task unit was a part of Task Force 79, the Lingayen Attack Force.

2. The ALMAACK sailed from Empress Augusta Bay, Bougainville, in company with Task Unit 79.3.1 on 16 December 1944, and proceeded to Huon Gulf, New Guinea, where a rehearsal of the operation was conducted. General ship drill, tactical exercises and paravane drills were held enroute. During the movement from staging area to objective, recognition classes were held for all hands. As in all past operations, a large scale plaster model of our beaches and transport areas was constructed in the upper tween deck of No. 2 hold, plus maps and gridded charts of the area



U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

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for study by all hands. Officers were selected to give instruction to all hands on all phases of the operation, and the landing craft crews were thoroughly briefed in their duties. It is believed that the preliminary training and instruction was as thorough as possible. Following the maneuvers in Huon Gulf, the ship proceeded to Manus Island, Admiralty Islands, and left Manus Island on 31 December 1944 enroute to Lingayen Gulf, Philippine Islands, arriving at the Transport Area at dawn of 9 January 1945. All boats were in the water at 0750, and cargo unloading operations commenced at 0825.

3. The mission of this ship was to load, transport, protect, and on G Day when directed, boat and land troops and equipment of 148th SGT on our designated beach; to furnish boats and wave guide officers for the landing of the assault troops; to provide a beach party to establish the beach and unload cargo as directed; to provide a division salvage LCM, to provide smoke boats; and to furnish one LCG for control of transport division 38 beach.

4. Enemy forces which this ship encountered consisted of Japanese aircraft of the reconnaissance, twin engine bomber, and fighter types including suicide divers. While in the Transport Area the ship was in the vicinity of attacks made by Japanese motor boats and swimmers carrying explosive charges, but no such attacks were made on this ship.

PART 3 - Chronological Account of the Action

S-3 Day

1705 A Japanese reconnaissance plane passed directly overhead, chased by four Corsairs. It was shot down and crashed into the sea about 2500 yards on the port beam.

S-1 Day

0907 Two Japanese twin engine bombers, identified as "Bettys" made a glide bombing run from out of the sun, straddled the ship with three bombs, released at about 5000 feet altitude and missing the ship by fifty yards, no damage done.

0908 General Quarters.

U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

-----

- 1808 Set Condition III.
- 1800 General Quarters.
- 1818 Combat air patrol shot down four Japanese planes, identified as "Vals", off port quarter, distance four miles.
- 1825 Set Condition III.
- 1843 General Quarters.
- 1856 A Japanese plane made a suicide dive into a CVE off the port bow, distance eight miles, hitting her on port quarter.
- 1902 Commenced firing all port guns on Japanese plane which attempted suicide dive on ship in next column. Plane identified as a "Judy" or "Val" crashed into water off port bow, distance 1500 yards.
- 1904 Ceased firing port guns, having expended two rounds of 5"/38 Cal, nineteen rounds of 3"/50 Cal and 540 rounds of 20MM. No casualties, hits undetermined.

S Day

- 0539 General Quarters.
- 0545 Set Condition III.
- 0618 General Quarters.
- 0625 Set Condition I-A.
- 0640 Recovered paravanes.
- 0653 Executed deployment for approach disposition.
- 0657 Hoisted all boats to the rail.
- 0726 Commenced lowering all landing craft.
- 0733 Anchored in Transport Area "C", Lingayen Gulf.
- 0745 Three Japanese planes off starboard bow, distance eight miles, taken under fire by ships in area. One plane made suicide dive into Fire Control Bridge of the U.S.S. COLUMBIA.



U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippines Islands.

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- 0750 Commenced opening all hatches, made all preparations for working cargo. All boats allocated to other ships for the assault phase shoved off.
- 0815 Beach party left ship for our beach.
- 0825 Commenced initial unloading.
- 0849 Set Condition I-B, continued working cargo.
- 1030 Underway to Transport Area "M", Lingayen Gulf.
- 1108 Commenced cargo operations in Transport Area "M".
- 1120 Anchored in Transport Area "M".
- 1305 Enemy plane under fire by anti-aircraft batteries of ships off port bow, distance eight miles. U.S.S. MISSISSIPPI damaged by bomb hit and plane made suicide dive into HMAS AUSTRALIA, plane identified as a "Tony".
- 1615 Received LCT 1070 on port side, Nos. 2 and 3 hatches.
- 1823 Commenced making smoke.
- 1903 Heavy AA fire in transport area, poor visibility due to smoke screen, no target visible.
- 1905 General Quarters.
- 1911 Set Condition I-B, continued working cargo.
- 1925 AA fire off our port bow, no target visible.
- 1926 General Quarters.
- 1935 Set Condition I-B, continued working cargo, stopped making smoke.
- 2028 LCT 1070 cast off from port side.

U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

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8/1 Day

- 0210 U.S.S. BARTON (DD 722) came alongside to port for fuel and supplies.
- 0225 Commenced fueling U.S.S. BARTON.
- 0332 While hoisting our LCM No. 5 from No. 5 hatch, starboard side, the roll of the ship caused the boat to swing into the guy, snapping it. The boat was lowered to check the swing; it struck the deck, damaging the screw and rudder.
- 0353 LST No. 925 reported being attacked and torpedoed by enemy P-T boat near beach in area X-I at approximately 0320. P-T boat destroyed.
- 0413 U.S.S. ROBINSON (DD 562) was attacked and torpedoed by enemy P-T boat approximately 5 miles north of our position.
- 0425 U.S.S. WARRAWK hit by suicide demolition boat and reported to be abandoning ship.
- 0457 Extinguished lights in holds and ceased cargo operations and boat movements on order of Task Force Commander.
- 0530 A small boat, apparently P-T boat destroyed by gunfire from destroyers three miles off port beam.
- 0605 Finished fueling U.S.S. BARTON.
- 0635 Commenced making smoke.
- 0640 U.S.S. BARTON cast off from port side.
- 0659 Heavy AA fire in our area.
- 0700 General Quarters.
- 0702 Japanese plane, identified as "Zeke" reported shot down in our area.
- 0712 Japanese plane "Val" reported overhead. Commenced firing starboard 3" gun.

U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

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- 0713 Commenced firing port 3" gun.
- 0714 Ceased firing, having expended 14 rounds of 3" AA cannon. No casualties. Hits undetermined.
- 0731 Set Condition I-B.
- 0734 Ceased making smoke.
- 0735 Commenced cargo operations.
- 0947 Received barge BO-3 port side No. 6 hold.
- 0950 Set Condition I-A. Continued working cargo.
- 1000 LCT 719 came alongside No. 4 and 5 hatch, starboard side.
- 1022 Barge BO-3 cast off temporarily.
- 1030 Barge BO-3 tied up port side No. 6 hold.
- 1313 Commenced swinging ship's head into sea.
- 1425 Barge BO-3 cast off.
- 1530 LCT 719 cast off. Discontinued cargo operations.
- 1630 Set Condition III.
- 1635 Commenced taking aboard boats in preparation for retirement.
- 1729 Underway to anchorage in San Fabian Area in accordance with orders of C.T.G. 79.1.
- 1822 Reversed course on orders of C.T.G. 79.1, toward anchorage in Transport Area "M" previously occupied.
- 1900 AA fire on starboard quarter. General quarters.
- 1907 Anchored in Transport Area "M", Lingayen Gulf.
- 1908 Set Condition I-B.
- 1910 Commenced making smoke.

U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

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- 1913 Heavy AA fire in our area.
- 1914 Japanese torpedo bomber reported to have been shot down in our area.
- 1946 Ceased making smoke.
- 1947 Commenced unloading operations at No. 1 hold.
- 2000 Set a picket boat watch as well as armed deck sentries fore and aft to search water for swimming Japanese.
- 2045 While hoisting LCM-M25, belonging to Army, on board for repairs, one of the lifting pads broke causing the boat to fall on deck. A large hole was smashed in the boat's bottom. No casualties.

8/2 Day

- 0545 General Quarters, commenced making smoke.
- 0555 Ships astern fired on plane 3 miles astern.
- 0611 Ceased making smoke.
- 0612 Set Condition III.
- 0657 Set Condition I-B gun watches.
- 0658 Commenced making smoke.
- 0705 Ceased making smoke.
- 0710 Set Condition I-B. Commenced cargo unloading operations.
- 0920 LCI No. 1020 made fast to starboard side No. 4 hold for supplies and water.
- 1005 Commenced discharging fresh water to LCI No. 1020.
- 1155 Completed discharging fresh water to LCI No. 1020.
- 1157 Cast off LCI No. 1020.
- 1208 LCI No. 451 made fast to starboard side of No. 4 hold for supplies and water.



U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

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- 1215 Commenced discharging fresh water to LCI No. 451.
- 1303 Completed discharging fresh water to LCI No. 451.
- 1305 Cast off LCI No. 451 from starboard side.
- 1306 Set Condition I-A, continued cargo unloading operations.
- 1330 LSM No. 137 pulled alongside to port to receive our stream anchor to replace one she had lost.
- 1405 LSM No. 137 shoved off from port side.
- 1420 LCI No. 567 made fast to starboard side to take on gas and stores.
- 1500 Finished unloading No. 5 hold.
- 1605 LSM No. 31 moored alongside to port to receive cargo.
- 1614 LCI No. 567 cast off from starboard side.
- 1819 LSM No. 11 moored alongside to starboard, No. 4 hatch.
- 1828 Commenced making smoke.
- 1830 Set Condition I-B. Continued cargo unloading operations.
- 1854 Heavy AA fire in our area. No target visible in smoke screen.
- 1913 AA fire in our area.
- 1934 AA fire in our area.
- 1938 Completed unloading No. 3 hold.
- 2000 Ceased making smoke.
- 2105 Cast off LSM No. 11 from starboard side.
- 2110 AA fire in our area.
- 2115 Completed unloading of No. 4 hold.
- 2145 Completed unloading of No. 2 hold.

U. S. S. ALMAACK

CONFIDENTIAL

Subject: Action Report, Lingayen Operation, Philippine Islands.

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3/3 Day

- 0617 Commenced making smoke.
- 0617 AA fire off starboard beam at 5 miles.
- 0742 Ceased making smoke.
- 0755 AA fire in our sector, no targets visible in smoke screen.
- 0800 Commenced making smoke.
- 0801 Bombs landed 30 feet off our port bow and port quarter. No damage.
- 0805 Commenced firing on enemy planes off port side identified as Japanese "Vals".
- 0806 Ceased firing, having expended 500 rounds of 20MM. No casualties, hits undetermined.
- 0815 Two DE's and one APD reported to have been hit by bombs during the last raid with little structural damage and few casualties.
- 0838 Ceased making smoke.
- 0955 Received YMS 319 on port side No. 4 hatch to receive supplies and water.
- 1020 Cast off LSM No. 31 from port side forward.
- 1015 Commenced discharging fresh water to YMS 319.
- 1050 Completed discharging fresh water to YMS 319.
- 1100 Cast off YMS 319.
- 1129 Received LCI 975 alongside port side forward, for water and supplies.
- 1145 Received LCI 373 alongside port side aft for water and supplies.
- 1145 Commenced discharging fresh water to LCI 975.



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- 1223 Cast off LCI 373.
- 1300 All Army passenger personnel disembarked.
- 1405 LCI 366 moored alongside port side No. 6 hatch.
- 1420 Secured No. 1 hold.
- 1425 Completed discharging fresh water to LCI 975.
- 1432 Cast off LCI 975.
- 1435 Cast off LCI 366.
- 1441 Completed cargo unloading operations No. 6 hold secured.
- 1450 LCI 751 moored alongside port side No. 2 and 3 hatch for water.
- 1455 LCI 567 moored alongside port side No. 5 and 6 hatches for gas and fog oil.
- 1508 LCI 462 moored alongside starboard side for stores and gas.
- 1510 Commenced discharging fresh water to LCI's 567 and 751.
- 1515 Commenced hoisting boats aboard.
- 1540 LCI 462 cast off.
- 1620 Cast off LCI 567; secured from discharging fresh water to LCI's 567 and 751.
- 1635 LCI 751 cast off.
- 1706 All boats hoisted aboard.
- 1710 Underway in accordance with orders of C.T.F. 79 enroute Lingayen to Leyte, P.I.

24 Day

- 0823 Japanese plane identified as "Judy" made a suicide dive on the U.S.S. RHILIN from out of the sun, about two thousand yards off the starboard bow.

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Weather Synopsis:

1. Generally speaking the weather in Lingayen Gulf, Luzon, P.I. from January 9, 1945 to January 12, 1945 was not adverse to amphibious operations, although at various times weather conditions made unloading more difficult than usual.

2. There was a constant north to north-easterly moderate swell, varying from 1 to 5 which was a handicap in loading small craft. The surf at the beach varied in intensity with the amount of swell also causing hardships in the unloading. The surf began about 150 yards off the beach and broke almost continually, at many times reaching a height of six feet.

3. The prevailing winds were from north to north-east and varied in intensity from 1 to 10 knots. The wind was strongest in the mid-afternoon from 1500 to 2000. The evenings were calm with the wind dropping down to an average of one knot. The wind slowly shifted during the night to the south-east and around 0800 would swing back to the north.

4. The barometer was constant throughout the operation, averaging 29.80 inches. The temperature varied from 76 degrees to 88 degrees, the low coming just before dawn and the high in mid-afternoon.

5. Each morning the gulf was covered with a low lying fog which was probably mostly caused by smoke screens and which dispersed soon after sunrise.

PART 4 - Ordnance

In the period covered by this report, 840 rounds of 20MM, 33 rounds of 3"/50 Cal and two rounds of 5"/38 Cal. ammunition were expended at enemy aircraft. Fire discipline and gunnery communications were satisfactory. Effectiveness of AA gunnery could not be accurately determined because of the concentrated AA fire of this vessel and that of surrounding ships. In considering the fact that this ship has no fire control equipment, performance of gunnery personnel was good. Half the guns were manned at all times in Condition Blue, except when enemy planes were reported in the vicinity, then all guns were manned. Three times we were surprised by enemy planes slipping through our air coverage probably due to our aircraft recognition signals blending with the enemy in the vicinity. Armed sentries and picket boats were maintained throughout the stay in the Transport Area.

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PART 5 - Damage

1. This vessel received no battle damage as a result of enemy action.
2. Possible damage to enemy aircraft may have resulted from the ships AA fire, but no certain evidence could be given on this subject.

Comments on troops and cargo:

The ALMAACK embarked 362 troops, including units of the 37th Division. Troops were embarked at Express Augusta Bay, BOUGAINVILLE, SOLOMON ISLANDS on the 30th of November 1944, and days following. They were disembarked at Lingayen Gulf, Philippine Islands, during the days of 9 January 1945 through 12 January 1945. The ALMAACK carried vehicles, ammunition, petroleum products, engineering supplies, and signal equipment. The load was 1478.22 short tons.

On the evening the ship arrived at the staging area, the troop T.Q.M. came aboard with his loading plans for approval. There were few changes to be made. The major correction was decreasing the tonnage. Original orders called for AKA's to carry as a maximum 1200 tons. The original loading plans had tonnage as high as 1400 long tons. Later the order came to increase the maximum tonnage to 1500 short tons. It was agreed that loading would not be started until the following day, since this would give time to correct the loading plans, have them approved, and prepare to have all cargo down to the beach or dump. However, the Troop T.Q.M. was ordered to commence loading. It is felt that so long as we had several days, if we had held off until the next day we would have saved time, boats, and accomplished better loading job. As it was, we commenced at dusk and the ship was 45 minutes from the beach. The boat crews did a very good job, but the beach was bad and boats came back for repairs that delayed the loading. The second night no boats were held up because of repairs.

The ship was loaded according to the approved loading plans, with a few exceptions. The one major exception was that the dimensions for 2 1/2 ton trucks did not include the gun mount over the cab. Because of the added height these trucks were unable to be run under the hatch coaming and had to be placed on the square of the hatch at the cost of placing vehicles with higher priority in the wings. Vehicles should be measured prior to loading on



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ships to make sure they come up to the correct measurements given to the Troop T.Q.M.

The ship was loaded so each hold would complete unloading at the same time with the exception of No. 6 hold. This hold carried only 750 drums of gasoline. The ship had 1042 lifts that would mean on average of 173 per hatch. Hold numbers 1 and 6 had only bulk cargo. The total amount of lifts was spread throughout the ship evenly according to the unloading capacity of the ship, type of cargo, and type of boat needed.

Late in the morning of 8 plus 2 day the call came to the ship for the bridge material that the army urgently needed. This material was stowed in the lower hold in No. 1 hold, in which the lower tween had (88) tons of small arms, rations, and organization equipment. The ship and the Army working party spent the afternoon cleaning the lower tween hatch, by piling aside as best they could cargo designated as higher priority cargo. Most always small arms and emergency rations will have a higher priority, but if this bridge material that was so urgently needed in the unloading area had been given a higher priority, the ship would have stowed it in the upper tween decks so it could have been reached at any time. As it was, it was given a lower hold priority, and when called for it was out of reach for several hours. When this bridge material was brought out to the ship to be loaded it was brought in an LCT. In the LCT there was no definite emphasis put on its importance. The complete load of the LCT included all the cargo of the engineering unit of the 117th Engineers. The bridge material was mixed up with sand bags, barbed wire stakes, and equipment in boxes of all types including high explosives. There was no one with the material to advise whether this was to be separated and stowed according to priority. Because of the nature of the hold, sand bags and boxes were stowed around the bridge beams and frames to prevent damage to them by the shifting of cargo while enroute.

The Troop Transport Quartermaster should see to it that no mixed cargo destined for a particular hold is sent to the ship. That is if rations, ammunition, and engineering supplies are to be loaded in the same hold level, all cargo of each type shall be loaded before any of the other is sent out. In all operations, steps have been taken to insure that this will be done, but it has never worked out satisfactorily, as they always manage to get mixed up. If the ship had been notified of the probable importance of this bridging, it would have been stowed on a higher deck level.

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With the priority given, it was considered reserve material. When the call came to the ship we had no boats available. Late in the afternoon we had one LCM that was immediately loaded when the bridge material was dug out. All of our boats were either in at the beach, loaded, or receiving repairs. Those LCM's that came back to the ship were given to other ships to help them unload because of the nature of the cargo we could not send much in any one LGVP. One LGT would have taken all the bridge material and the rest of the engineering equipment (bolts and parts in boxes). We finished loading all the bridging on an LSM.

It took the ALMAACK 78 hours to discharge 1478.22 tons of cargo. This is an average of 19 tons per hour. This ship averaged an unloading rate of 75 tons per hour during the initial landing operations at Leyte. The main reasons for the low average during this operation were lack of boats and the bad beach that damaged several boats. The possible rate of discharging cargo from the ALMAACK was shown during the Leyte Operation when this ship averaged 104 tons per hour for the last nine hours. During the last five hours at Leyte the ALMAACK averaged 154 tons per hour to completely unload the ship in time to get underway that evening. This was made possible by the ample supply of boats which kept all hatches working at the same time.

On S plus 2 day, at 2200, an LCM manned by an army crew reported to this ship for duty. It was badly in need of repairs and was hoisted at No. 6 hold. Just as the boat was swung over the ship, the after port lifting pad gave way and the LCM dropped onto the deck, causing two large dents in the deck, knocking an 12" by 30" hole in its bottom, and two small holes in the side on the port quarter. Ship's force completed repairs by 1500, S plus 4 day, but the boat did not take on cargo because it was shipping water. The port guy winch at No. 6 hold was put out of commission when the LCM crashed into it, but the hold was kept in operation by shifting the guy to the port guy winch at No. 5 hold. Fortunately there were no injuries to personnel. Examination of the boat disclosed that the after port lifting pad had a crack in it several weeks old, and the metal had rusted away until there was not enough strength in it to hold the weight of the boat.

On S plus 3 day cargo unloading operations were completed at 1441, and the last boat was brought aboard at 1710 as the ship was preparing to get underway. Considerable difficulty was encountered at No. 1 hatch while hoisting an LGVP with its bilges full of water, because the boom would not top up until enough water had drained out to lighten the load on the winch. Replacing

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one of the double blocks on the topping lift with a triple block will probably prevent future trouble of this sort. No. 6 hold, which should have been the first hold to be unloaded, was the last, because it was necessary, time and time again, to secure the hold to bring damaged boats aboard for repair. Of course, this condition was largely unavoidable.

Experience in the past on this ship has shown that the lifting pads on LGM(3)'s as manufactured are definitely unreliable and unsafe. If the lifting pads are not bent over to the proper angle in line with the direction of strain of the slings, the weight of the boat when hoisted tends to crack the metal. Ordinarily, on new boats, the lifting pads are bent over correctly, but within a short time they are bent out of line when the boats beat against the ship while in the water alongside. Continual bending and straightening of the pad weakens the metal very quickly. The lifting pads on all LGM(3)'s on this ship have been reinforced by welding a metal plate over the pad, backed up by a small triangular shaped plate welded to the pad inboard and at right angles to the deck and the pad. Even more safety could be insured by using a 1 1/2" or 1 3/4" shackle between the pad and the mechanical splice of each leg of the sling, thus allowing the boat to roll to either side without putting unnecessary strain on the lifting pads. However, the use of the present bent-over lifting pads should be discontinued altogether as being unsafe and thoroughly unreliable, especially in view of the fact that ships remaining in forward areas for any length of time must make their boats serve for a much longer period of time than they were intended to do. The following substitution is recommended for consideration:

(a) Take a 1/2" or 5/8" steel plate, approximately 31" by 17 3/4", bend it to a 90 degree angle so that one side will measure about 14 3/4", and weld it to a 1/2" steel plate, approximately 17 3/4" by 22", thereby forming a triangular shaped affair.

(b) Cut out a section of the deck (catwalk) where the present pads are located, large enough to allow the insertion of the welded plates described in (a), and weld the plates to the inside of the boat and around the edges flush with the deck. Examination of an LGM(3) showed that at this spot on the inside bulkhead, there were two vertical frames or T-beams of 1/2" or 3/8" steel extending from the deck to the bilges, about 18" apart. Enough space could be left between the inserted plate and these frames to allow the plate to be welded to the frames as well as to the bulkhead. Therefore the weight of the boat when lifted would be sustained not only by the deck and the sides of the boat, but



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part of the strain would be transferred through the frames all the way from the top deck to the bottom of the boat.

(c) Weld a padeye of 3/4" or 1" steel to the horizontal section at an angle with the direction of strain, and attach the slings to the padeye by means of a heavy shackle (about 1 1/2") with a 2 1/2" pin and cotter key. It is believed that this, or a similar construction, will last indefinitely because the shackle will allow for the roll of the boat and the diagonal bracing plate inside will do much to prevent denting the side and deck when the boat beats against the side of a ship.

(d) This plan is illustrated by the sketches. Enclosure (A).

Comments on Operation of Landing Craft

3 Day

On arrival in target area, boats were lowered and dispatched as follows:

- 7 LCVP to U.S.S. HARRIS for 14th wave of assault troops.
- 3 LCM to U.S.S. DOYEN for 9th wave.
- 1 LCM to U.S.S. BOLIVAR for 9th wave.
- 1 LCVP to LBT 576 as standby wave guide, 5th wave.
- 1 LCVP to U.S.S. SARASOTA for division smoke boat.
- 1 LCM to beach as division salvage boat.
- 2 LCM remained at ship to take priority cargo.
- 1 LCVP remained as ship's smoke boat.
- 1 LCPL to beach to control ALMAACK beach.
- LCC to U.S.S. LAMAR to control Transport Division 28 beaches.

The beach party was landed with the 14th wave and was set up to receive cargo shortly after. As boats returned to ship after their initial assignment, they were loaded and sent to the beach where they were unloaded as fast as possible. Beach conditions for the first seven unloading hours of 3 Day were good. Our loads were mostly vehicles, and the shore party was fresh. There were no serious casualties to boats.

At sunset of 3 Day the surf increased and the combination of darkness and surf made approach to the beach difficult. However we continued sending boats in and they were unloaded all right. LCVP No. 15 broached on a sand bar about 30 feet from the shore line. The LCPL tried to pull No. 15 off, but could not be

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controlled in the surf, and got a line in the screw. By the time another salvage boat arrived and pulled off No. 14, No. 15 was swamped. There was no way to get a pump to No. 15 as a boat couldn't get close to it and a man couldn't carry a pump through the surf. There was no point in pulling No. 15 off until it was pumped out, because it was so full of water it would have sunk immediately. By morning the surf had pounded a large hole in the port side and the engine had soaked all night in salt water, so all the gear was taken out of the boat and further attempts at salvage abandoned.

3 / 1 Day

On the second day of unloading, the surf continued high and the salvage boat was busy all day pulling boats off the beach. Transport Division 28 had pulled out, so that the division salvage and smoke boats were released to the ALMAACK, and the LCG released to control our beach.

At sunset our LCVP No. 9 was loaded with cargo from the USS ALPINE. The beaches were declared closed, so the ALPINE beach party refused to unload No. 9. The boat anchored off the LCG. It's anchor broke, so it tied up astern of an LST. At about 2200 a large swell caught it and banged it into the anchor guards of the LST. This tore the ramp open and as the boat was still loaded, it sank immediately.

3 / 2 Day

This was substantially a repetition of 3 / 1 Day. Beach conditions were difficult and many boats were damaged. The ship was going to pull out in late afternoon, so that few repairs were made and boats were loaded as they were and dispatched. The ship got underway for San Fabian as directed, and was later directed to return and anchor in the same location. The shore party, however, was sent to another position so that the beach was secured for the night and there was no unloading. LCVP No. 16, LCM's Nos. 2 and 6 were broached on the beach at sunset. LCM No. 8 made several attempts to pull them off, but each time it got a line out, it's starboard engine would stop due to a defective salt water pump. There were no other LCM's available for salvage since No. 5 and No. 7 were loaded (No. 5 had one engine, No. 7 had no rudders), and No. 3 and No. 4 were being held to turn over to another ship in the morning. LCVP No. 13 was lying alongside the LCG with a load and was taking on water. The crew shifted the load to LCM No. 8 and were ordered to beach the boat to prevent it from sinking.

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S + 3 Day

By morning of S + 3 Day, No. 16, beached the night before, was pounded full of holes in the same way No. 15 was previously. LCM No. 2 was broadside on the beach, about 15 feet from the waterline with a cargo net in it's screws. LCM No. 6 had a broken ramp mechanism, was about 10 feet up on the beach, and was about half full of water. No. 13 had been successfully beached the night before, it's engine could run, and it was reasonably clear of water. The coxswain patched a hole near the water line and we got a bulldozer to push the boat off to where a salvage boat could get it effectively. The bulldozer dug a trough astern of the boat for 20 feet out to sea. The bulldozer then pushed the boat out, but since this was one of our oldest boats and it's wood was fairly rotten, the whole rudder buckled and the rudder shaft came out. The crew plugged the hole and tried to back off, but the engine knocked the plug out each time, and with no rudder the boat turned sideways and the surf soon filled it. All removable gear was salvaged.

The crew's of LCM's 2 and 6 pumped all the water out of their boats and on No. 2 they cut the cargo net out of their screws. By afternoon we got a bulldozer and the boat engineering officer came into the beach to look at the boats. He decided that LCM No. 6 was not worth salvaging as both it's engines were shot, it's whole ramp mechanism gone, several holes in the hull, and any attempt to salvage it would probably take about three hours, and not only would the salvage crew miss the ship as it sailed, but another LCM would have to remain to take it in tow.

We put the bulldozer to work on No. 2. They dug a trench all around the boat, then with one bulldozer on the port bow and another on the starboard quarter, they pushed together and straightened it out on the beach. Then together they pushed it stem first into the water, the coxswain started the engines, and the boat was able to make it back to the ship.

So far as boats were concerned, this was the most costly operation we have had in the Pacific. Our position is made embarrassing by the fact that the whole first day the beach was incomparably easier to work than it ever was thereafter. Since all other ships of our division pulled out after this first day, our boat losses will not stand comparison with theirs.

This report cannot cover the many cases of boat crews bailing water out of their boats for hours, patching their own boats, cutting



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lines out of the screws at night, and in the surf, operating the boats without rudders, turning to and unloading their own boats when shore parties were not available, or were working too slowly. I honestly feel that our losses would have been considerably greater if the crews generally had not worked so hard to save their boats, and keep them running. I am also satisfied that we never gave up a boat until extremely vigorous attempts had been made to save it, and until it was clear that further attempts were a waste of men and boats urgently needed for other things. Considering further that most of our boats were old, repaired, patched, going into the operation, and that a number of our boats were usually occupied working for other ships, and that the crews worked their boats for four days and three nights without relief, living on dry sandwiches and warm fruit juice, our losses and the days spent in unloading are not excessive.

We carry one LCC which cannot be used for cargo or any other purpose than as control boat or wave guide. It seems it would be of more use to an APA than to us, since the APA's usually handle the type of work that an LCC does. On this operation the LCC was assigned very little although it was a help to us at the beach. An LCPL could have done the same work she did and also have acted as salvage boat. If we could get rid of the LCC, its space would give us another ICM and another LCVP, which we need.

Comments on the ALMAACK Beach Party.

Upon arrival in the transport area on S-Day the nucleus beach party, consisting of one boatswain's mate, two radiomen, two signalmen, one pharmacist's mate, and two officers, debarked from the ship and landed on our assigned beach at Jig / 1 hour. The army working party arrived shortly thereafter.

The condition of the beach was inadequate for the amount of cargo carried by an AKA. Our assigned beach of 125 yards was fronted the entire length by a 15 foot bank with an 80 degree grade. At low water, the width of our beach, from the bank to the water's edge, was 15 feet. At high water, the beach was non-existent, as the sea washed up to the bank. The surf broke 150 yards out and there were approximately five lines of breakers from there to the beach. The boats grounded 30 yards off the beach. The surf usually worked the boats into about 15 yards from the beach. Under these conditions, it was exceedingly difficult for the working party to unload the boats. There were no bulldozers or trucks assigned to our beach to expedite removal of cargo from the beach. This was a serious handicap, because of the limited area for stowage of cargo on the beach. The limited number of beach labor was inadequate to unload boats, and also carry

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cargo from the beach over the 15 foot bank to a safe place of stowage. At high water the cargo on the beach was washed out to sea before it could be placed on the bank.

We temporarily procured a bulldozer to cut a road from each flank of our beach. We placed beach mats over the roads for the vehicles we unloaded. Boats that had trailers without prime-movers could not be unloaded because we had no caterpillars. Vehicles whose motors failed could not be removed for the same reason. Time was lost in obtaining bulldozers and tracks for this purpose.

Night unloading was hazardous without lights and high running surf. Furthermore it was difficult to direct boats to proper landing points. We unloaded very little cargo during the night.

On 8 plus 1 day conditions remained the same. The working party was not relieved at midnight, as previously scheduled, but were relieved at 0600. We did not receive additional working parties after the PA's were unloaded. Our own working party was indifferent, hard to round up, and constantly complained of overwork. At 1800 unloading was secured for the night.

On 8 plus 2 day we received trucks and bulldozers to clear up the beach. This delayed unloading for three hours. To compensate for our bad labor situation we utilized the natives passing through. After the beach was cleared up, conditions were improved for unloading. We extended our right flank to get more space for cargo. Unloading was secured for the night.

On 8 plus 3 day we received ample numbers of bulldozers and trucks to expedite unloading. We completed unloading at 1500.

The beach party was insufficient to cope with their many problems and duties. The ship's complement does not permit a large enough beach party, and yet do the ship's work. Our nucleus beach party couldn't handle communications, aid boats beached on the beach, contact labor details and guide in boats.

No aids such as sleds, punts, causeways, could be used because of the running surf. The only workable method was a chain of men from boat to beach. More men in labor details and better relief for them would have facilitated unloading.

Individual transport beaches are such inferior to a centralized unloading beach where labor is concentrated, communications

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are no problem, trucks and bulldozers are on hand to meet the needs as they arise. Due to the requests of each beach party for these facilities, it was impossible to comply with all their needs.

The Army was very uncooperative as beach working parties, and the Army Officers did little to assist in the situation.

Boat Employment Tables are included as Enclosure (B).

Comments on Communications.

The staging plan called for radio guards to be maintained on 5 different channels. With limited complement it is felt that this places a strain on personnel at a time when the men should be given a chance to rest up for coming operations when long hours are required.

The Commander of Transport Squadron 13 modified this basic plan so that ships of each division normally guarded only 3 channels. Briefly, this plan set up division guard ships on the force Fox (39.2 MHz) and TBX, the guard relaying to all other division ships on transport group common. Under this system a 4 channel guard was necessary only at staggered intervals. Since it is felt a continuous guard on as many as 5 channels is unnecessary, this plan was more practical and recommend further use of similar plans in staging areas.

Visual responsibility in the staging area was never definitely established and should have been clearly defined. Ships were not anchored together by divisions and relay was delayed. A more systematic grouping of ships would have been the solution. There was a great deal of visual traffic which could have been handled more efficiently by Officer Messenger or Guard Mail. Lengthy dispatches slowed transmission and in several cases these dispatches had already been received encoded over Manus Fox.

Performance of SCR 610 radios in boats and on beach was especially outstanding, as was the SCR 608 on board ship. In this connection the SCR equipment was considered to be superior to the TBX for beach party use because of greater compactness and ease of operation. This is an important factor when a ship of this type furnishes a beach party and available personnel is a limiting factor.

Increased use of authentication on voice circuits was noted, using the shackle cipher, although no enemy attempts at deception



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were apparent.

The volume of visual traffic was small, radio serving as primary means of communication.

There were no material failures during the four days at the target area, all equipment giving good to superior results.

Comments on Supply.

During the operation, the ALMAACK furnished 92,000 gallons of fuel oil to the DD 722; 22,784 gallons of fresh water to LCI 451, LCI 567, LCI 751, YMS 319, LCI 975, and LCI 1056; 43 drums of fog oil to YMS 319, LCI 975, LCI 373, LCI 366, LCI 462, and LCI 1056; one spare baldt stream anchor to LSM 137; 9724 pounds of dry stores and 4650 pounds of fresh stores to LCT 1070, LST 267, LSM 31, LSM 11, YMS 319, LCI 567, and LCI 1056.

Insulated food containers were used to provide water and hot food for the beach party and salvage group. We intend to procure two lister water bags for use of the beach party in the future.

Comments on Medical Action.

In preparation for this operation the usual measures were taken to bring to a state of complete readiness all the facilities of the medical department. All preparations were completed by 8 minus 3 day, in anticipation of possible casualties while approaching the objective. This condition of readiness was maintained throughout the operation. Due to the extremely light casualties suffered by the assault troops, up to the time of our departure, no casualties were embarked. A few minor injuries, such as lacerations and bruises were sustained by members of the ship's personnel, but no hospitalization was indicated in any case. In contrast to the Leyte Operation, the discomfort of chemical smoke was minimal, due chiefly to the availability of "Half-Mask Respirators" to all those men who had been previously affected. This type of mask was very beneficial.

PART 7 - Personnel Performance

All personnel aboard the ALMAACK performed their duties in a highly creditable manner. The boat crews deserve special mention for their efforts in meeting the very adverse conditions at the beach due to the swell, the surf and the nature of the beach. The ship's deck force and boat repair force worked hard to keep

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unloading to a maximum, and the beach party, although undermanned and without necessary prime movers, did their job well.

PART 8 - Lessons learned, Conclusions, and  
Recommendations

In loading the ship, special care must be exercised to keep all cargo belonging to a special unit together, so it will be accessible when called for. To this end, close cooperation between the ship's and the troops should result in agreement as to the exact priority, or expected priority of each type of cargo.

The beach selected in this operation was very unsatisfactory for unloading purposes due to the slope of the bank, and the nature of the surf in the area. The width of the beach was much too small to care for the proper stowage of the unloaded cargo, resulting in cargo lost.

It is recommended that individual unloading beaches be discontinued as impractical and inefficient. A central beach to which all the necessary equipment can be moved, labor parties concentrated and where extensive communications can be made easier, would be far preferable. With individual beaches, there was not enough equipment such as trucks, bulldozers and other prime movers to satisfy the needs of each beach. In a central beach more facilities could be available to salvage of boats.

The size of the beach party furnished by an AKA is not sufficient to do the job on the beach properly. To increase the size of the beach party with the present ship's complement would decrease the personnel on board drastically, and seriously interfere with unloading operations. It is therefore recommended that the beach party for this type ship be discontinued, and a central division beach party be beaches with enough men and equipment to do the job properly.

The Army working parties at the beach were inadequate and showed an indifference, at times, to do the work at hand. This resulted in a slow-up of unloading. More alert supervision on the part of Army Officers in charge of such labor details would be very beneficial.

It is believed that the use of smoke in the Transport Area afforded the ships as much protection against enemy air attack, if not more, than our guns. The results of the operation of the smoke boats was satisfactory. It is urged that the "Half Mask

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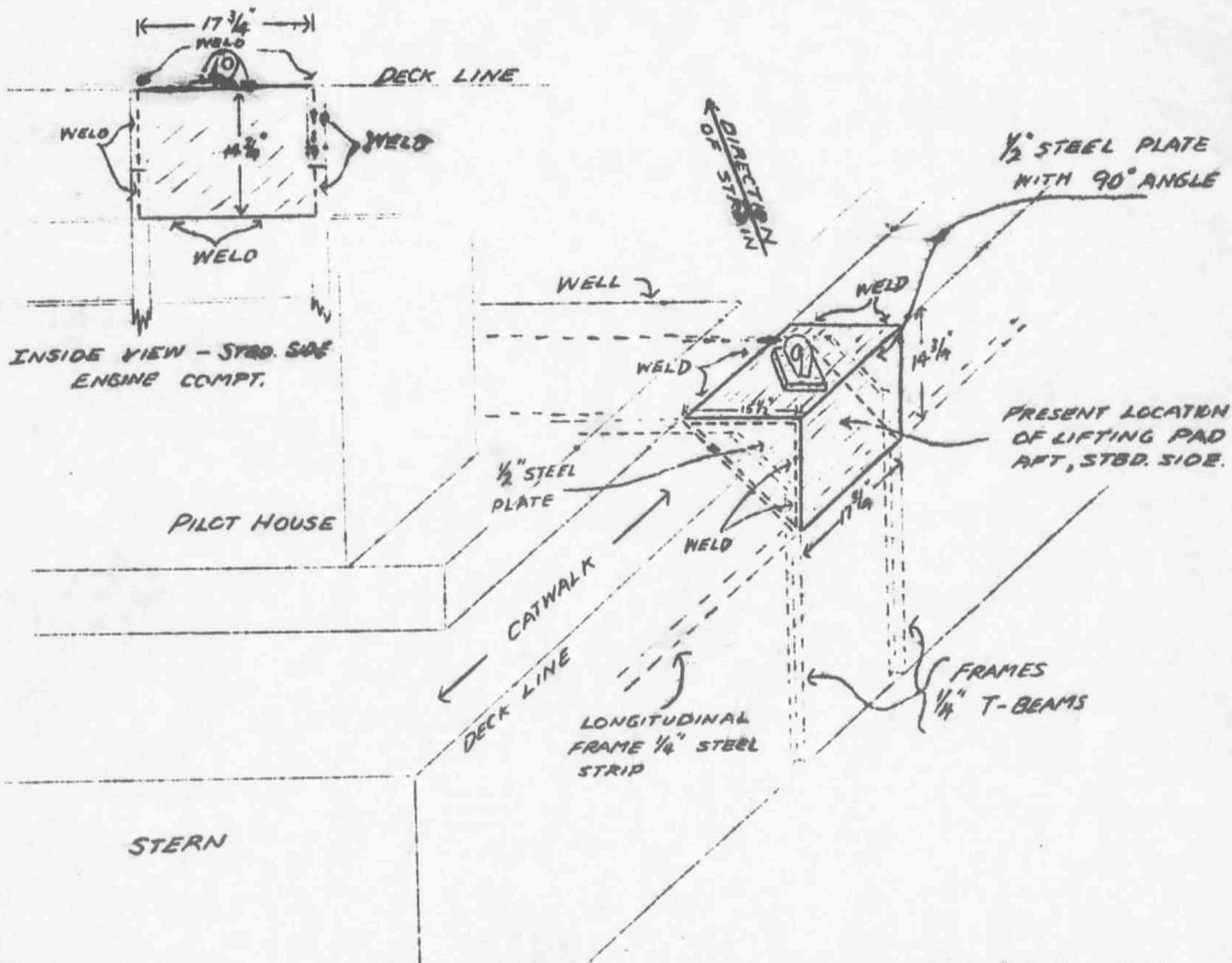
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"Respirator" be given a wider distribution, since it results in increased efficiency of all hands, especially those seriously affected by the smoke.

It is strongly recommended that the suggestions regarding the lifting pads of LCM(3)'s be applied, or similar methods used to render these pads safe. Experience in the past and failure during this operation of such a lifting pad of an Army LCM(3) has proved this. Such accidents could prove costly in lives and equipment, as well as time lost in unloading.

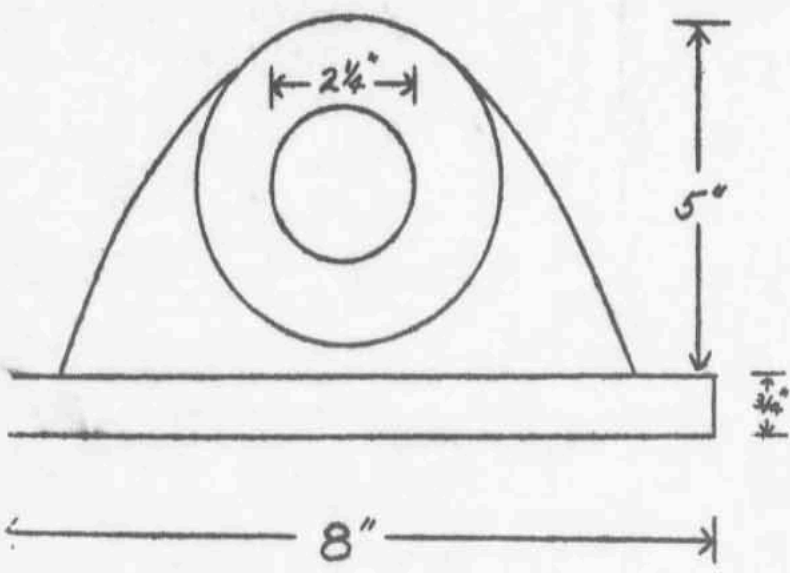
It is concluded that in spite of the delays, and handicaps under which we worked, that this ship performed her mission as well as could be expected. It is hoped that the experience gained in this operation will be put into good use to make the next one run more smoothly.

C.O. NICKS

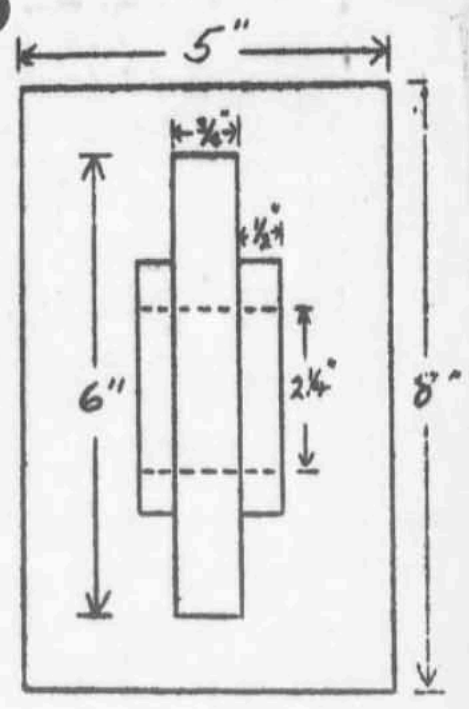


ROUGH SKETCH SHOWING GENERAL DETAILS OF  
 INSTALLATION OF PADEYE AND LIFTING PAD  
 NOT TO SCALE



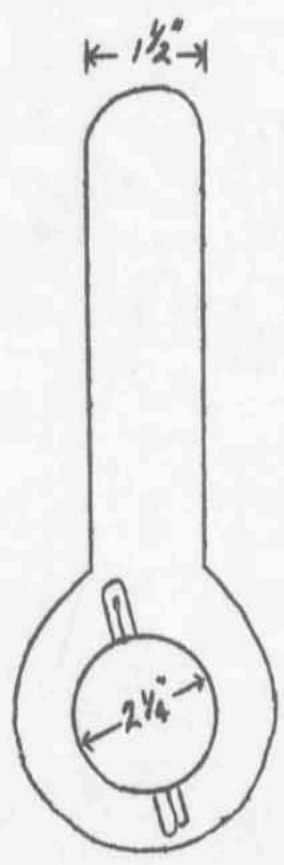


SIDE VIEW

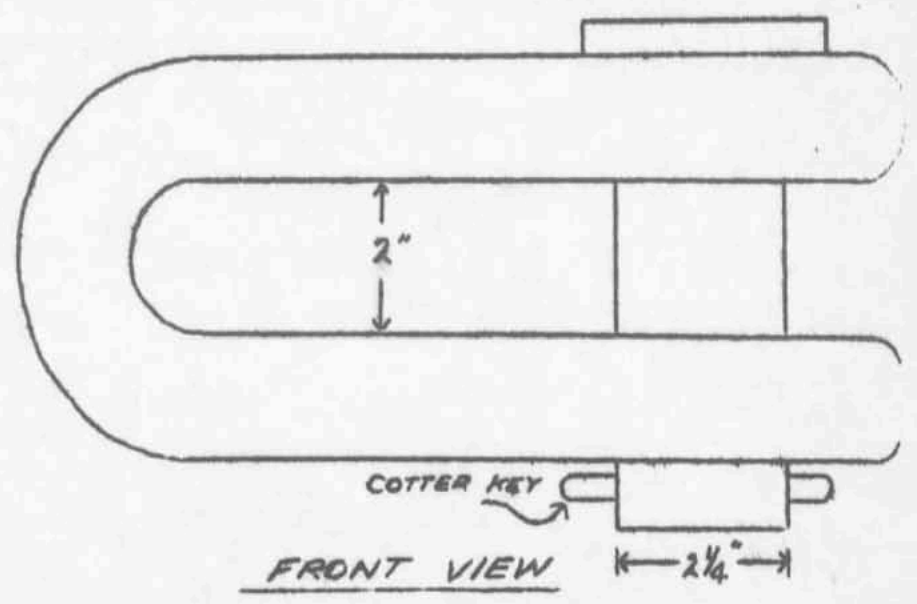


TOP VIEW

DETAILS OF PADEYE  
NOT TO SCALE

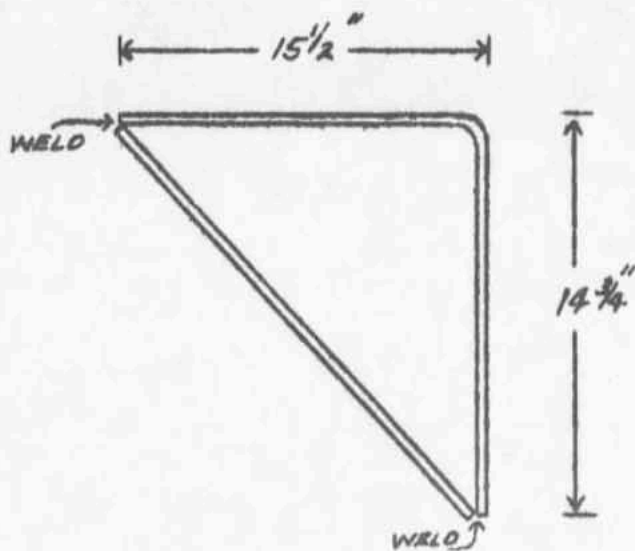


SIDE VIEW

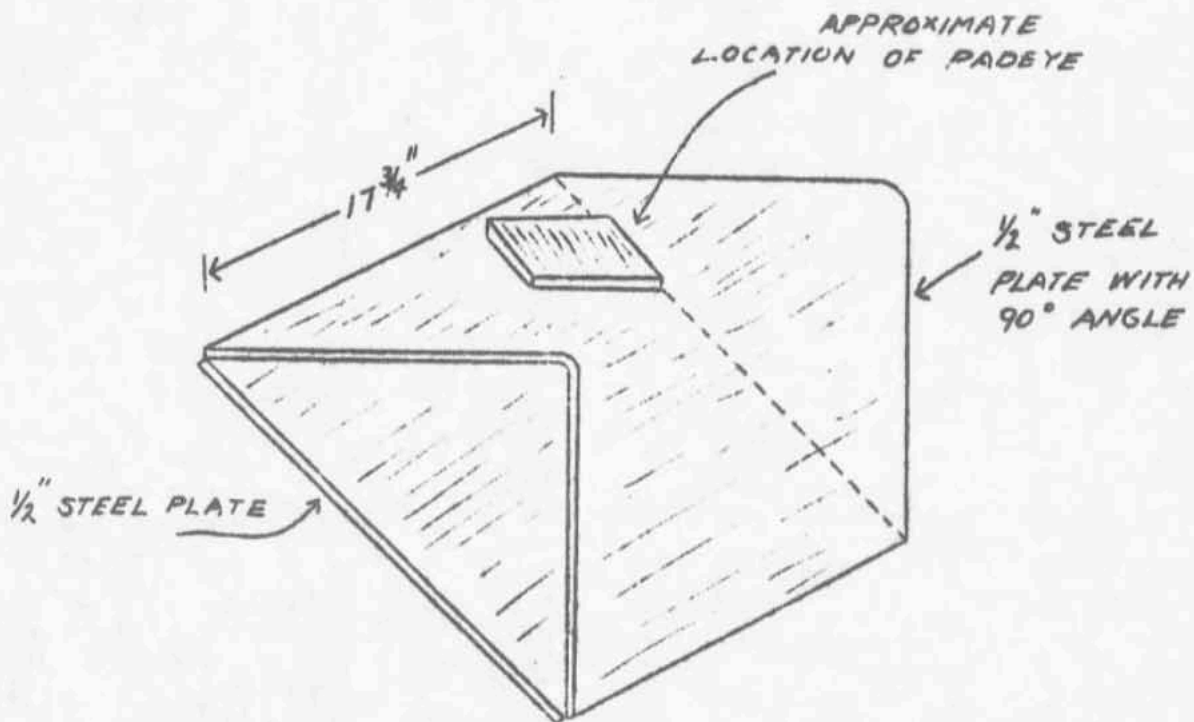


FRONT VIEW

DETAILS OF SHACKLE  
NOT TO SCALE



END VIEW



PERSPECTIVE VIEW

GENERAL DETAILS OF LIFTING PAD  
 NOT TO SCALE



CONFIDENTIAL

U.S.S. ALMAACK  
BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

ICM NO. 2

TIME LEFT SHIP      DESTINATION      TIME RETURNED

"S" DAY

0735	U.S.S. DOYEN	1040
1117	Y.M.S. 389	1204
1223	Y.M.S. 389	1300
1327	Y.M.S. 389	1348
1404	Y.M.S. 389	1448
1500	Y.M.S. 389	1540
1558	H.M.A.S. KANIMBLA	1615
1625	Y.M.S. 389	1657
1718	Y.M.S. 389	1800
1810	Y.M.S. 389	2235
2245	Y.M.S. 389	0030 S / 1 Day.

"S" / 1 DAY

0139	Y.M.S. 389	0241
0338	Y.M.S. 389	0922
0947	Y.M.S. 389	1045
1105	Y.M.S. 389	1205
1240	Y.M.S. 389	1453
1453	Aboard for repairs.	1140 S / 2 Day. Ready for use.

"S" / 2 DAY

1202	Y.M.S. 389	1555 S / 3 Day.
------	------------	-----------------

1600 S / 3 Day Hoisted aboard.

17 Cargo trips for ALMAACK.  
2 Trips other ships.  
1 Breakdown.

3 hrs. 15 min. Ave. Time Per Trip.

NOTE: YMS 389 was the control boat for our beach.

U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 3

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>"S" DAY</u>	
0750	U.S.S. DOYEN	1035
1130	Y.M.S. 389	1220
1228	Y.M.S. 389	1310
1315	Y.M.S. 389	1405
1423	Y.M.S. 389	1458
1525	Y.M.S. 389	1608
1653	Y.M.S. 389	1812
1838	Y.M.S. 389	2000
2045	Y.M.S. 389	2145
2155	Y.M.S. 389	2245
2305	Y.M.S. 389	2355
	<u>"S" 1 DAY</u>	
0045	Y.M.S. 389	0148
0225	Y.M.S. 389	0750
0825	Y.M.S. 389	0955
1115	Y.M.S. 389	1453
1645	Y.M.S. 389	1315 "S" 2 Day.
	<u>"S" 2 DAY</u>	
1320	U.S.S. ALPINE	1555
1555	U.S.S. STARLIGHT	1635
1650	Y.M.S. 389	2240
	<u>"S" 3 DAY</u>	
0725	Y.M.S. 389	1155
1300	Y.M.S. 389	1600

1600 Hoisted aboard.

18 Cargo Trips for ALMAACK.

3 Trips for other ships.

0 Breakdowns.

2 hrs. 58 min. Ave. Time Per Trip.

U.S.S. ALMAACK

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 4

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>"S" DAY</u>	
0959	Y.M.S. 389	1237
1443	Y.M.S. 389	1526
1550	Y.M.S. 389	1630
1700	Y.M.S. 389	1755
1948	Y.M.S. 389	2240
	<u>"S" 1 DAY</u>	
2350	Y.M.S. 389	0300
0335	Y.M.S. 389	0800
0818	Y.M.S. 389	0933
1100	Y.M.S. 389	1240
1440	Y.M.S. 389	1930
	<u>"S" 2 DAY</u>	
0700	Y.M.S. 389	1200
1252	Y.M.S. 389	1610
1645	Y.M.S. 389	2240
2240	Hoisted aboard for repairs.	0750 "S" 3 Day Ready for use.
	<u>"S" 3 DAY</u>	
0800	U.S.S. MOUNT OLYMPUS	1415
1500 Hoisted aboard.		
13 Cargo Trips for ALMAACK		
1 Trip for other ships.		
1 Breakdown.		
2 hrs. 43 min. Ave. Time Per Trip.		

U.S.S. ALMAACK

CONFIDENTIAL      BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 5

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
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"S" DAY

0959	YMS 389	1310
1324	YMS 389	1358
1410	YMS 389	1453
1458	YMS 389	1556
1556	HMAS K. NIMBLA	1615
1627	YMS 389	1703
1710	YMS 389	1838
1853	YMS 389	1950
2005	YMS 389	2035
2045	YMS 389	2205
2240	YMS 389	2340

"S" /1 DAY

0002	HOISTED ABOARD FOR REPAIRS	0700 S/2 DAY READY FOR USE
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"S" /2 DAY

0700	YMS 389	1110
1205	YMS 389	1445
1445	U.S.S. ALPINE	1150 S/3 Day
1500 S/3 Day	Hoisted Aboard.	

12 Cargo trips for ALMAACK  
2 Trips for other ships  
1 Breakdown

1 hr. 35 min. Ave. time per trip.

U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 6

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
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S - DAY

0750	U.S.S. BOLIVAR	1043
1129	YMS 389	1235
1302	YMS 389	1401
1401	Aboard for Repairs	1515 Ready for use
1537	YMS 389	1638
1703	YMS 389	1735
1755	YMS 389	1920
1946	YMS 389	0055 S Plus 1 Day

S Plus 1 Day

0137	YMS 389	0243
0243	Aboard for Repairs	0740 Ready for Use
0750	YMS 389	1025
1115	YMS 389	1459
1612	YMS 389	1310 S Plus 2 Day

S Plus 2 Day

1310	U.S.S. STARLIGHT	1645
1740	YMS 389	Lost on Beach

10 Cargo Trips for ALMAACK

2 Trips for other ships

2 Breakdowns

Average Time Per Trip 3 hrs. 36 min.

U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 7

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>S - DAY</u>	
0815	YMS 389 Div. Salvage Boat	2010
2050	YMS 389	2130
2140	YMS 389	2155
2210	YMS 389 Returned to Salvage Duty	1045 S Plus 2 Day

S Plus 1 DAY  
SALVAGE DUTY

S Plus 2 DAY

1045	Hoisted Aboard for Repairs	1750 Ready for Use
1840	YMS 389 Returned to Salvage Duty	1020 S Plus 3 Day

S Plus 3 DAY

1145	YMS 389	1245
1357	YMS 389	1455
1500	Hoisted Aboard	

6 Cargo Trips for ALMAACK  
1 Breakdown  
Average Time Per Trip 1 hr. 13 min.



U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCM NO. 8

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>S - DAY</u>	
1744	U.S.S. DOYEN	1052
1141	YMS 389	1230
1240	YMS 389	1325
1330	YMS 389	1410
1414	YMS 389	1430
1450	YMS 389	1510
1525	YMS 389	1607
1607	H.M.A.S. KANIMBLA	1635
1640	YMS 389	1710
1720	YMS 389	1800
1808	YMS 389	2052
2120	YMS 389	2205

S Plus 1 DAY

0005	YMS 389	0040
0120	YMS 389	0406
0725	YMS 389	0840
0900	YMS 389	1125
1255	YMS 389	1930
1930	Hoist aboard for repairs	1030 S Plus 2 Day Ready for use

S Plus 2 DAY

1405	YMS 389	0905 S Plus 3 Day
------	---------	-------------------

S Plus 3 DAY

0908	U.S.S. TITANIA	1352
1427	YMS 389	1615
1630	Hoist aboard	

17 Cargo Trips for ALMAACK

3 Trips for other ships

1 Breakdown

Average Time Per Trip 2 hrs. 30 min.

U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 9

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>"S" DAY</u>	
0733	U.S.S. HARRIS	1055
1132	Y.M.S. 389	1241
1245	Y.M.S. 389	1325
1330	Y.M.S. 389	1404
1440	Y.M.S. 389	1607
1630	Y.M.S. 389	1800
1847	Y.M.S. 389	2100
2130	Y.M.S. 389	0230 "S" 1/2 Day.
	<u>"S" 1/2 DAY</u>	
0244	Y.M.S. 389	0335
0400	Y.M.S. 389	0745
0803	Y.M.S. 389	0913
0933	Y.M.S. 389	1055
1152	Y.M.S. 389	1437
1504	Y.M.S. 389	1615
1620	U.S.S. ALPINE	Lost on beach.

13 Cargo trips for ALMAACK  
2 Trips for other ships.  
0 Breakdowns.

1 hr. 47 min. Ave. Time Per Trip.

U.S.S. ALMAACK

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 10

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>"S" DAY</u>	
0733	U.S.S. HARRIS	1055
1132	Y.M.S. 389	1241
1245	Y.M.S. 389	1325
1330	Y.M.S. 389	1404
1440	Y.M.S. 389	1607
1630	Y.M.S. 389	1800
1836	Y.M.S. 389	2230
2230	Hoisted aboard for repairs.	2340 Ready for use.
	<u>"S" 1/2 DAY</u>	
0115	Y.M.S. 389	0405
0430	Y.M.S. 389	0742
0755	Y.M.S. 389	0933
0947	Y.M.S. 389	1115
1140	Y.M.S. 389	1345
1430	Y.M.S. 389	1615
1620	U.S.S. ALPINE	1210 "S" 1/2 Day.
	<u>"S" 1/2 DAY</u>	
1230	Y.M.S. 389	1500
1540	Y.M.S. 389	1735
1755	Y.M.S. 389	1105 "S" 1/3 Day.
	<u>"S" 1/3 DAY</u>	
1105	Hoisted aboard for repairs.	1145 Ready for use.
1205	Y.M.S. 389	1350
1450	Y.M.S. 389	1615

1630 Hoisted aboard.

17 Cargo Trips for ALMAACK  
2 Trips for other ships.  
2 Breakdowns.

2 hrs. 54 min. Ave. Time Per Trip.

U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP #11

TIME LEFT SHIP	DESTINATION	TIME RETURNED
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"S" DAY

0750	U.S.S. SARASOTA-DIV. SMOKE BOAT	0710 S/ 2 Day
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"S" / 2 DAY

0815	DIV. SMOKE LINE	2130
2130	Hoisted aboard for repairs	0600 S/3 Day Ready for Use

"S" / 3 DAY

0700	DIV. SMOKE LINE	1200
1435	YMS 389	1600

1600 Hoisted aboard.

- 1 Cargo trip for ALMAACK
- 1 Breakdown
- 1 hr. 25 min. Time For Trip.

U.S.S. ALMAACK

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 12

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>"S" DAY</u>	
0735	U.S.S. HARRIS	1055
1147	Y.M.S. 389	1342
1401	Y.M.S. 389	1458
1525	Y.M.S. 389	1626
1646	Y.M.S. 389	1735
1750	To Beach.	2020
2100	Y.M.S. 389	0050 "S" $\frac{1}{2}$ Day.
	<u>"S" <math>\frac{1}{2}</math> DAY</u>	
0110	To Beach.	0237
0325	Y.M.S. 389	0745
0809	Y.M.S. 389	0920
0940	Y.M.S. 389	1105
1140	Y.M.S. 389	1250
1305	Y.M.S. 389	1412
1456	Y.M.S. 389	1557
1557	U.S.S. ALPINE	0740 "S" $\frac{1}{2}$ Day.
	<u>"S" <math>\frac{1}{2}</math> DAY</u>	
0740	Hoisted aboard for repairs.	1015 Ready for use.
1100	Y.M.S. 389	1250
1310	Y.M.S. 389	1431
1447	Y.M.S. 389	1630
1630	Hoisted aboard for repairs.	

14 Cargo trips for ALMAACK

2 Trips for other ships.

2 Trips to Beach.

2 Breakdowns.

1 hr. 41 min. Ave. Time Per Trip.

U.S.S. AIMACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 13

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>"S" DAY</u>	
0731	U.S.S. HARRIS	1055
1130	Y.M.S. 389	1218
1225	Y.M.S. 389	1304
1304	Hoisted aboard for repairs.	1404 Ready for use.
1420	Y.M.S. 389	1501
1512	Y.M.S. 389	1558
1621	Y.M.S. 389	1710
1723	Y.M.S. 389	1800
1848	Y.M.S. 389	0840 "S" 1/2 Day.
	<u>"S" 1/2 DAY</u>	
0840	Hoisted aboard for repairs.	1200 "S" 1/2 Day. Ready for use.
	<u>"S" 2 DAY</u>	
1215	Y.M.S. 389	1438
1810	Y.M.S. 389	Lost on Beach.

9 Cargo trips for AIMACK  
1 Trip for other ships.  
2 Breakdowns.

2 hrs. 24 min. Ave. Time Per Trip.





U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 15

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>S-DAY</u>	
0731	U.S.S. HARRIS	1055
1137	YMS 389	1251
1309	YMS 389	1358
1412	YMS 389	1455
1513	YMS 389	1607
1620	To Beach	1707
1750	YMS 389	1845
1900	YMS 389	Lost on Beach

6 Cargo Trips for ALMAACK  
 1 Trip for other ship  
 1 Trip to Beach  
 0 Breakdowns  
 Average Time Per Trip 46 min.

U.S.S. ALMAACK

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 16

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>S- DAY</u>	
0731	U.S.S. HARRIS	1055
1139	YMS 389	1335
1400	U.S.S. SARASOTA	1421
1440	YMS 389	1537
1556	YMS 389	1708
1736	YMS 389	1832
1936	YMS 389	2342
2342	Hoisted aboard for Repairs	0250- S Plus 1 Day Ready for

S Plus 1 DAY

0302	YMS 389	0912
0912	Hoisted aboard for Repairs	0837 S Plus 2 Day Ready for use

S Plus 2 DAY

0903	YMS 389	1305
1312	YMS 389	1515
1530	YMS 389	Lost on Beach

9 Cargo Trips for ALMAACK

2 Trips for other ships

2 Breakdowns

Average Time Per Trips 2 hrs. 40 min.

U.S.S. ALMAACK

CONFIDENTIAL

BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 17

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	<u>S- DAY</u>	
0734	U.S.S. HARRIS	1055
1140	YMS 389	1255
1358	YMS 389	1448
1500	YMS 389	1558
1620	YMS 389	2015
2015	Hoisted aboard for Repairs	1600 S Plus 1 Day Ready for use

S Plus 1 DAY

1600 U.S.S. ALPINE 1000 S Plus 2 Day

S Plus 2 Day

1100 Hoisted aboard for Repairs

4 Cargo Trips for ALMAACK

2 Trips for other ships

2 Breakdowns

Average Time Per Trip 1 hr. 55 min.

U.S.S. ALMAACK

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 18

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
	S- DAY	
0730	Duty smoke boat at ship	
	<u>S Plus 3 Day</u>	
1240	YMS 389	1425
1500	Hoisted aboard	

1 Cargo Trip for ALMAACK  
Average Time Per Trip 1 hr. 55 min.

U.S.S. ALMAACK

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BOAT EMPLOYMENT TABLE  
SHIP'S BOATS

LCVP NO. 19

<u>TIME LEFT SHIP</u>	<u>DESTINATION</u>	<u>TIME RETURNED</u>
<u>S-DAY</u>		
0731	L&T 576	1015
1034	YMS 389	1203
1212	YMS 389	1255
1320	YMS 389	1359
1413	YMS 389	1515
1535	YMS 389	1621
1621	Hoisted aboard for Repairs	2145 Ready for use
2250	YMS 389	0406 S Plus 1 Day

S Plus 1 DAY

0406	Hoisted aboard for Repairs	0740 Ready for use
0820	YMS 389	0955
1008	YMS 389	1122
1140	YMS 389	1402
1500	YMS 389	1622
1622	U.S.S. ALPINE	1100 S Plus 2 Day

S Plus 2 DAY

1100 Hoisted aboard for Repairs

10 Cargo Trips for ALMAACK

2 Trips for other ships

3 Breakdowns

Average Time Per Trip 1 Hr. 39 min.



U.S.S. ALMAACK

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SHIP	LCVP # USED	RECAPITULATION		No. of LCM's Used	No. of Trips.	Ave. Time Per Trip.
		# of TRIPS	Ave. Time Per Trip			
ALMAACK	8	83	1 hr. 58 min.	6	85	2 hrs.
STARLIGHT	5	5		0	0	45 min.
LAMAR	0	0		1	1	
ARMY LCM #25	0	0		1	1	
2 LSM's	1 Trip each.					
2 LCT's	1 Trip each.					
1 Barge	1 Trip.					

Total Boats all Types	26	
Total Trips	186	
Ave. Time Per Trip - All Boats	2 hrs. 20 min.	
Total Time Cargo Worked	78 hrs. 26 min.	
Net Time Cargo Worked	39	
Average Tonnage Discharge	19	Gross tone per hour on total time cargo worked basis.

The U.S.S. ALMAACK had 14 boats of her own with which to work cargo during the total time of 78 hrs. 26 min. or a total of 1098 boat hours. We also had the use of 12 other craft (1 Trip each) for an additional 36 boat hours, making a grand total of 1134 boat hours. Of that time, (1134 hrs.) our boats were not available to us for working cargo for a total of 568 boat hours. In other words, the ALMAACK had boats available for working cargo 50% of the total possible boat hours!

The U.S.S. ALMAACK furnished boats for 26 trips for other ships.

A16-3  
Serial: 022

CONFIDENTIAL

25 January 1945.

FIRST ENDORSEMENT to  
CG ALMAACK Ltr. A16-3  
Serial 01 of 14 January  
1945.

From: Commander Transport Squadron THIRTEEN.  
To : Commander in Chief, United States Fleet.  
Via : (1) The Commander Task Group 79.1 (ComPhibsGroup 7).  
(2) The Commander Task Force 79 (ComTHIRDPHIBFOR).  
(3) The Commander Task Force 77 (ComSEVENTHFLEET).  
(4) The Commander in Chief, Southwest Pacific Area.  
Subject: Action Report, Lingayen Operation, Philippine Islands.

1. Forwarded.

2. The ship's force of the ALMAACK performed very well under most trying circumstances. They are to be commended for their energy and perseverance.

3. Damage to boats seems excessive in comparison with former operations but the beach conditions were proportionally adverse. The lack of adequate labor on shore has been a glaring fault which has been present in most operations. Plans were formulated in this operation to overcome this deficiency but they were not carried out in all instances. This is one of those instances. Reports have come to this command of materials and stores on the beach being floated away by the incoming tide because it was left piled on the narrow beach. The plans also provided for the use of tractor service and bulldozers on the beach but, again, these were withdrawn from the beach for use inland.

4. Plans for loading and unloading are of no avail unless adhered to by both Army and Navy. Changing plans at the last minute may be advantageous on occasion but the disadvantages are too numerous, as observation has shown up to date. A wider beach for AKA and AK unloading than that assigned to APA's or AP's is necessary of the much greater amount of cargo to be landed.

*because*

(A16-3)  
Serial: 022

CONFIDENTIAL

25 January 1945.

From: Commander Transport Squadron THIRTEEN.  
To : The Commander in Chief, United States Fleet.  
Subject: Action Report, Lingayen Operation, Philippine Islands.  
-----

5. Regarding comments on Lifting Pad:

(a) The recommendations from the Commanding Officer of the U.S.S. ALMAACK regarding the lifting pads on the L.C.M.'s should be given serious consideration.

(b) From information obtained from other sources it is found that nearly all ships have experienced bad results caused by weakening of the lifting pad. All concerned are agreed that the trouble is caused by the lifting pad being bent as a result of hitting against the sides of the ship while alongside. There is no way to prevent this except by the full use of Manila fenders large enough to cover the area around the lifting pad.

(c) Until changes can be effected it is recommended that Manila fenders be utilized to the fullest extent.

(d) The lifting pad designed and recommended by the ALMAACK seems to be an effort in the right direction. The only added recommendation apparent at this time is that the pad-eye should be of 1" steel instead of 3/4" steel.

(e) It is recommended that all ships be instructed to carefully inspect all lifting pads on receipt of boats and strengthen any found to be in a damaged condition. This is especially true of L.C.M.'s being carried for the Army as these have not had the care usually given to boats operated by the Navy.

M. O. CARLSON.

Copy to:  
OO ALMAACK

# I T E M

145046

ALMAACK

REPORT OF OPERATIONS IN THE INVASION OF  
LINGAYEN GULF, LUZON ISLAND, PHILIPPINES,

1/9-12/45

# I T E M

145047

COMDESRON 5

SUPPLEMENTARY REPORT OF OPERATIONS IN THE  
ASSAULT LANDINGS ON MINDANAO ISLAND, PHILIP-  
PINES, 6/1-5/45



FC4-5/A16-3  
Serial 0254

DESTROYER SQUADRON FIVE,  
11 August 1945.

**CONFIDENTIAL**  
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From: Commander Destroyer Squadron FIVE.  
To: Commander-in-Chief, United States Fleet.  
Via: (1) Commander Amphibious Group NINE.  
(2) Commander SEVENTH Amphibious Force.  
(3) Commander SEVENTH Fleet.

Subject: Supplementary Report to Commander Destroyer Squadron FIVE's serial 0170 of 7 June 1945.

Reference: (a) CDS-5's serial 0170 of 7 June 1945.

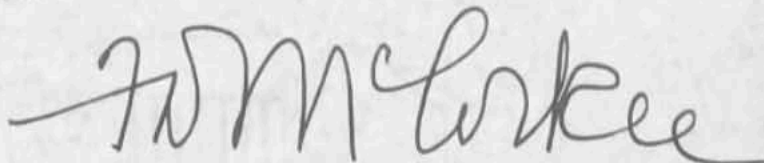
*Reg 945*  
*FF 9969*  
*6-05308*  
*M-ser. 128084*

1. In paragraph 2, Part VI "Personnel Performance" of reference (a) it was reported that certain Filipinos were of great assistance in the Cape San Agustin landing and that Commander Destroyer Squadron FIVE would endeavor to obtain their names.

2. In reply to an inquiry, Commander Destroyer Squadron FIVE has been informed by Commander Motor Torpedo Boat Squadron 24 that:

- a. Edward Roscum and Manuel Fernandz were the two Filipinos who assisted the Army at the Cape San Agustin landing.
- b. The pilot for the Balut Island assault was procured by the 24th Division, U.S. Army at Glan, Sarangani Bay.

3. Commander Destroyer Squadron FIVE assumes that the pilot obtained by the 24th Division will be reported in official Army correspondence on this subject providing his actions were considered sufficiently important.



F. D. McCORKLE.

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File: FE25/A16-3

Ser.: 01400

COMMANDER  
AMPHIBIOUS GROUP NINE  
Care of Fleet Post Office  
San Francisco, California

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25 AUG 1945

FIRST ENDORSEMENT to  
ComDesRon 5 Conf. ltr.  
A16-3, Serial 0254,  
dated 11 August 1945.

From: Commander Amphibious Group NINE.  
To : Commander in Chief, United States Fleet.  
Via : (1) Commander SEVENTH Amphibious Force.  
(2) Commander SEVENTH Fleet.

Subject: Supplementary Report to Commander Destroyer  
Squadron FIVE's serial 0170 of 7 June 1945.

1. Forwarded.

*F. J. Eckhoff*  
F. J. ECKHOFF  
Chief of Staff

cc: ComDesRon 5

11 0228

NO

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File No. FE25/A16-3  
Serial No. FF-6704

SEVENTH AMPHIBIOUS FORCE  
Fleet Post Office  
San Francisco, California

A16-3

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SEP 12 1945

SECOND ENDORSEMENT to:  
ComDesRon 5 conf. ltr.,  
serial 0254 of 11 August  
1945.

From: Commander Task Force SEVENTY-EIGHT.  
(Commander SEVENTH Amphibious Force)  
To: Commander-in-Chief, U.S. Fleet.  
Via: Commander SEVENTH Fleet.  
Subject: Supplementary Report to Commander Destroyer  
Squadron FIVE's serial 0170 of 7 June 1945.  
1. Forwarded.

*D. E. Barbey*  
D. E. BARBEY

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SEVENTH AMPHIBIOUS FORCE  
COMMUNICATIONS SECTION  
SEP 12 1945  
11 0228

NO

UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

F522  
11 0228 19

A16-3(F-3-2/egw)

Serial: 0339

CONFIDENTIAL

THIRD ENDORSEMENT to: ✓  
ComDesRon FIVE conf.  
ltr. serial 0254 of  
11 August 1945.

9 OCT 1945

From: Commander SEVENTH Fleet.  
To: Commander-in-Chief, U.S. Fleet.

Subject: Supplementary Report to Commander Destroyer  
Squadron FIVE's serial 0170 of 7 June 1945.

1. Forwarded.

*J. H. Long*  
J. H. LONG  
By direction

no  
NO +

6 05030

AKA10/A16  
Serial: 09

U. S. S. ALMAACK (AKA 10)

8 March 1945.

CONFIDENTIAL

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

Via : (1) Commander Task Unit 51.1.1 (CTS 11).  
 (2) Commander Task Force FIFTY-ONE (ComPhibs Pac)  
 (3) Commander FIFTH Fleet.  
 (4) Commander in Chief, U.S. Pacific Fleet.

Subject: Action Report - IWO JIMA, Volcano Islands.

PART I - Brief Summary

1. The ALMAACK arrived at GUAM ISLAND, Marianas Islands, on 8 February 1945, and commenced loading troops and cargo of the 3rd Marine Division at 1349 the same day. The loading of cargo was carried out expeditiously with a minimum of delay, indicating efficient planning on the part of the ship and troop transport quartermasters. Cargo loading operations were completed at 0700, 9 February 1945, after embarking troops and cargo as follows:

Elements of 3rd Engr. Battn.	9 Officers	127 enlisted men
Replacement Co. (Ship's Platoon)	2 Officers	75 enlisted men
Elements of 3rd Pioneer Battn.	Officers	6 enlisted men
Total troops	11 Officers	208 enlisted men

Vehicles	478.35 short tons.
Ammunition, all types	116.0 short tons.
Petroleum products	100.0 short tons.
Rations and water	94.75 short tons.
Other cargo	88.45 short tons.
Total cargo	877.55 short tons.

2. The ALMAACK departed from Guam at 1006, 17 February 1945 enroute to IWO JIMA, VOLCANO ISLANDS, arriving in the maneuvering area 125 miles southeast of IWO JIMA at 2200, 19 February 1945, where the ALMAACK, in company with the other ships in its Task Group remained awaiting further orders.

3. The ALMAACK arrived in the Transport Area, 10 miles off IWO JIMA at 0745, 22 February 1945, but no cargo was unloaded that day or the next. The ALMAACK retired from the Transport Area during the nights of 22 February and 23 February.

4. The ALMAACK arrived in the Transport Area at 0710, 24 February 1945, unloaded one vehicle at 1639, and retired during the night, arriving in the Transport Area at 0710, 25 February 1945.

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5. We commenced unloading into boats at 1205, 25 February and at 1858, received LCT #1300 at #2 hold. LCT #1300 shifted to #4 hold at 2130, 25 February and shoved off at 0558, 26 February, after emptying #4 hold.

6. We received LCT #1245 at #2 hold at 0055, 26 February, and commenced unloading at 0135. We shifted LCT #1245 to #1 hold at 0520, 26 February, and completed unloading that hold at 0122, 26 February, after which LCT #1245 shoved off. The ship retired during the night of 26 February, arriving in the Transport Area at 0708 the following morning.

7. Cargo unloading was commenced at 1015, 27 February, and the ALMAACK retired during the night, arriving in Transport Area at 0813, 28 February. We commenced unloading cargo immediately, and retired during the night. We arrived in the Transport Area at 0741, 1 March, but no cargo was unloaded. We received shell cases from cruisers and destroyers and the ship retired during the night.

8. We arrived in Transport Area at 0816, 2 March, but no cargo was unloaded during the day, and the ship remained at anchor overnight. We commenced unloading cargo into boats at 1120, 3 March and received LSM #238 at #3 hold at 1912. We loaded one vehicle into the LSM and shoved it off at 2009. The load was the last of the priority cargo to be unloaded, and the holds were closed up.

9. The ALMAACK remained in the Transport Area during the night of 3 March and retired the following night, arriving in the Transport Area at 0740, 5 March 1945. We unloaded all remaining vehicles and "B" rations in accordance with orders received the previous night, commencing at 0800, 5 March, and completed unloading at 1730 the same day. On 6th March we received empty shell cases from cruisers and destroyers: 5"-7056; 8"-1850; 40MM-485; 6"-937 and 56 boxes fuze caps.

10. The ALMAACK departed IWO JIMA enroute to Guam at 1630, 6 March 1945, with approximately fifty-four tons of Quartermaster supplies and organizational equipment, and one hundred tons of petroleum products on board. The troop Transport Quartermaster remained aboard for the return trip to Guam. Cargo operations were not continuous at any time as all cargo was unloaded on call only.

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Weather Synopsis

1. Weather conditions during this operation were generally unfavorable for cargo operations with small craft. The prevailing winds were from the north to northeast, occasionally shifting for a few hours through the east to the south, and varied in strength from 5 to 15 knots. Heavy swells varying in intensity from 2 to 6 caused many hardships in unloading both at the ship and at the beach. Because of the constant swell, the smallest craft that could be used for unloading was the LCM(3), and every morning, almost without exception, the heavy swells prevented even this type of craft from hitting the beach.

2. The temperature varied between 65 degrees F and 76 degrees F; the high coming in the middle of the day, and the low during the early morning hours. The barometer remained steady at an average of 30.15 inches until 3 March when it dropped to an average of 29.85 inches; where it remained until our departure on 6 March.

Comments on Cargo Operations

1. The condition of the surf was such that LCVP's could not be used at all for unloading purposes, and at times the swells prevented beaching LCM's and LCT's. This, plus the fact that the beach was congested, and that cargo was unloaded only on call, made the unloading rate exceedingly slow. As a rule, only a few boatloads of cargo were despatched from the ship during any one day, the only exception being during the night of 25 February and the morning of 26 February, when the two LCT's were alongside. Since there was no general unloading, it was often necessary to unload vehicles from the lower holds before all the vehicles from the lower tween decks were taken out, priority numbers not being considered. It is realized, however, that this state of affairs was largely unavoidable, not only for the reasons already stated, but because the immediate needs of the combat troops ashore had to be met. Nevertheless, much time and effort could have been saved had all the vehicles remaining aboard and the "B" rations been unloaded onto the LSM on the night of 3 March instead of just the one last priority vehicle.

2. The LCM's of the ALMAACK took a terrific beating during this operation. Three (3) were lost - one was damaged by a bulldozer and sunk at the beach; the second was struck by



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an LSM while anchored for the night and sank with a full load of cargo aboard; and the third was swamped on the beach. All the remaining LCM's suffered considerable damage while loading alongside various ships. We were continually hoisting boats aboard in order to cut line, wire, boat slings, ammunition belts, rags, and similar trash out of the screws. The heavy swells caused one LCM to swing sharply against the side of the ship while it was being hoisted out, and two (2) lefting pads gave way, dropping the boat about ten (10) feet into the water. No one was injured, although one member of the boat crew was thrown overboard. The continual heavy swells made it very difficult to hoist LCM's aboard, and the steadying lines parted often although eight (8) and sometimes more lines were used on each boat. It was necessary to make up several steadying lines from 4", 4½" and 5" manila in order to keep the boats under a fair degree of control while they were being hoisted. It is recommended that AKA's be granted a high priority on 4" and 4½" manila line to be used for this purpose, since ships of this type usually carry about eight (8) LCM's, and experience on the ALMAACK has shown that 3½" line is often of insufficient strength, and that 3" line is entirely inadequate in a choppy sea or during ground swells. A not inconsiderable amount of damage to LCM's and ship's hull fittings with the resultant repair work involved and attendant danger to personnel could be avoided if an adequate supply of steadying lines of 4" manila and larger could be kept on hand at all times.

Comments of Landing Craft Operation and Beaches

1. We began boat operations on D plus 4, 23 February. Beaches were already marked and existing control parties were relieved by parties from Transport Squadron 11 and, for us, from Transport Division 31. We used beaches Red 2 and Yellow 1 which we called simply black beach. The slope of the beach was steep, about 15 degrees. The sand was soft and most vehicles had to be dragged to mat roads by bulldozer. The surf varied from 2 feet on good days to 7 feet on bad ones. By the time we began operations, the landing of LCVP's was stopped by the Commander of the Joint Expeditionary Force. For the rest of the operation, LCVP's and LCPL's were used only as tenders, salvage boats, smoke boats, running boats, or for the functions that didn't require landing. During most of the nights, and several days, unloading of LCM's was secured because of the surf.

2. The chief cause of boat casualties was the <sup>1 SURF</sup> swiftness with which a boat would be swamped by the high if it slipped from its position at right angles to the surf line.

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Even when a boat was in correct position, the steepness of the beach slope made it common for waves to break over a boat's stern so fast that if the load was hard to handle and unloading took a long time, the water usually came in faster than the bilge pumps could get it out. Water breaking over the stern also drained into the ramp cable outlet, wetting the friction plates and making the ramp inoperable. It is strongly recommended that LCM's be provided with either a gland or a housing over this outlet to prevent this draining. It is also recommended that LCM's be provided with a strong hand winch to be used in case of ramp failure which can arise from a variety of causes other than the wetting of friction plates.

3. Most ships observed the instructions in the operation order to load the boats lightly, and load pallets so that they could be unloaded quickly on the beach. However, there were complaints from coxswains about early loads received from some of the ships. Two of our LCM's were tied up for 3 days loaded with non priority cargo which were eventually unloaded at the ship that loaded them. We unloaded two boats and reloaded them for the reason the beach party refused to take them the way they were loaded. Our No. 7 boat was tied up with a load of barbed wire and stakes for 36 hours. If ships would use more caution in loading boats it would save boats and time. The main cause of us losing 2 LCM's was that they were improperly loaded. Some ships at first seemed to be more anxious to get their ships unloaded than to send cargo that the marines wanted, when they wanted it.

4. The control system at the beach was very satisfactory. There were no cases of control boats discriminating in favor of their own ship's boats. The Squadron Control Officer handled all problems quickly and intelligently. It was observed, however, that the number of control boats and salvage boats lying off the beach sometimes blocked the approach, and that it was often confusing as to just which of the control boats to clear with. As in the past, cargo tickets didn't work out after leaving the ship. They were not taken by control vessels or beachmaster. Also, at considerable effort, each boat was equipped with 17 cargo signs which turned out to be utterly useless. For the first few days the coxswains posted their own signs hopefully. It seemed they were never noticed, the control boat always asking what they were carrying verbally, so the coxswains stopped posting them. Asking seems to be so much more simple and satisfactory a way of finding out what's in a boat that we herewith recommend elimination of

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all of the cumbersome cargo designating devices.

5. The squadron salvage organization was good. In most cases, when a boat beached on black beach, there was a salvage boat standing off close by on the alert to heave a line if the boat was in danger of broaching. In many cases, if the boat coxswain informed the salvage boat of some difficulty such as having only one engine, the salvage boat would keep a line on him the whole time he was unloading. Most coxswains complained that the beach and shore parties were showing some of their customary indifference to getting boats unloaded after they had beached. The situation actually was better than it has ever been before. There were for once, sufficient unloading aids such as cranes and bulldozers and if the beachmasters didn't pay too much attention to every LCM that beached it was because they were occupied with getting the LCT's, LSM's, and LST's unloaded.

6. On 3 March, purple beach on the western side of the island started receiving boats. It was reported that the beach organization there was good, but that there was no boat control or salvage organization working off the beach.

7. On 24 February our LCM No. 1 with a load of 100 drums of water broached on black beach when its port engine failed. The combination of water breaking over the side, and its load made the boat too heavy for salvage boats to handle. One salvage boat pulled its towing post out of the stern sheets. Another salvage boat got its own line in its screw, and so the third salvage boat had to tow it out of the surf. The beach party unloaded the boat and the salvage boats tried again, but by then the boat was full of water. It was useless to try pumping it out, because the surf was throwing water in faster than any combination of pumps then available could pump it out. Two bulldozers tried to straighten the boat, but couldn't move it. The Squadron Salvage Officer had a tarp-covered frame made to put over the after end of the well deck. It was hoped that this would prevent the surf from adding water to the boat and to make pumping practical. It didn't stop enough of the water. After four days of successive tries to get the boat off the beach, it was abandoned.

8. On the night of 3 March they secured unloading on the beach and two of our LCM's tied up astern of an LST until they could be unloaded in the morning. At about 2230, with the moon out, the watch saw an LSM bearing down on them.



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He shouted and thought he heard the conning officer give left rudder. The watch in No. 5 boat succeeded in starting his starboard engine and backed down very close to the counter of the LST. The LSM continued ahead and rammed the boats, bending the bulkheads and breaking the ramp cables, so that both ramps dropped. No. 3 boat was able to get its ramp up and made it back to the ship where it had to be unloaded and hoisted for repairs. No. 2 boat couldn't get its ramp up. A man from one of the salvage boats was injured trying to put a wire on it by diving. Eventually the boat filled with water and sank.

9. On 4 March we transferred two (2) LCM's to the U.S.S. BELLEGROVE.

10. On 5 March at about 2200 LCM No. 6 was being unloaded on purple beach, started to broach, and was pushed straight by a bulldozer. Evidently the bulldozer pushed it with a running start instead of easing up to it. It was very dark and the dozer must have cut some holes in the after compartments, because the boat sank immediately after retracting. The coxswain tried to beach the boat again but water came into the engine room so fast it drowned the engine.

11. It was a 12 day operation, and was taxing on the LCM's who did all of the unloading that was done by our boat. Most of their loads were palletized, so that bulldozers came in to drag it out. Bulldozer blades poked holes in the bulkheads and their tracks tore up the boat ramps.

Comments on Navigation

1. The issuing of HO-6101 anchorage chart of IWO JIMA greatly simplified the navigation for a ship of this type. Excellent fixes were obtained from various landmarks and from beacons set up on the beach. The shelf on the eastern side of the island proved to be good holding ground even during the severest weather encountered.

2. While the supply of charts for this operation was not as voluminous as in the past, the charts and hydrographic information held by this ship were entirely adequate.

Comments on Supply

1. During the operation, the ALMAACK furnished

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provisions, ship's store stock, clothing, and small stores to the LSM 92 and the LCI 345. The AM 307 purchased 250 pounds of laundry soap. The ALMAACK also delivered 44,500 gallons of fuel oil to the ART 52.

Comments on Medical Action

1. In preparation for this operation the usual measures were taken to bring to a state of readiness all the facilities of the medical department. All preparations were completed before D plus 1 Day, in view of the fact that this vessel was a member of the support force.
2. While still loading at Guam, one of the embarked marine personnel developed appendicitis. The appendix perforated before a transfer could be effected, and an appendectomy performed immediately. The patient was transferred to a base hospital at Guam three days after the operation.
3. In the Transport Area at IWO JIMA another of the embarked marine personnel developed appendicitis, and an appendectomy was performed. Five days later, while still in the Transport Area, a member of the ship's company developed acute appendicitis and an appendectomy was performed. Both these patients have had uneventful postoperative courses.
4. On D plus 13 Day we received our first casualties. They totaled twelve (9bed cases and 3 ambulatory) and arrived from the beach in "DUCKS". Hoisting was done by means of the mills-harris litter sling at No. 4 hatch, and excepting for the heavy swell which made lifting precarious, the lifts were uneventful. One of the casualties, arriving in the second (DUCK) was an eye injury. The left eye was very extensively damaged by shrapnel and obviously required enucleation. Because of this it was thought best to transfer him to the FREMONT which had been designated, in the operation plan, to receive serious eye cases. His general condition was fair, but because of the possibility of shock increasing during the transfer, he was given a unit of plasma. No hospital corpsman could be sent with this patient, although it would have been desirable in view of his condition, because we knew that all of our facilities would be employed in the treatment of the remaining cases. The boat coxswain reported, on his return, that he had considerable difficulty in disposing of the patient, no doubt to the detriment of the latter. Upon arrival at the FREMONT he was told by the bridge, that the FREMONT was receiving only Prisoner of War

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casualties, and he was directed to take the patient to the DOYEN. On arrival at the DOYEN the patient was immediately taken aboard. We had received no notification that the designation of the FREMONT had been changed with respect to serious eye cases.

5. The remaining casualties consisted of the following: compound fractures: 4; intra-cranial injury: 1; soft tissue wounds: 3; phosphorus burns: 1; abcess (dental): 1; tonsillitis: 1. The compound fractures were treated by the usual supportive measures, and the wounds treated by cleansing, debridement, and immobilization in plaster of paris. The head injury was in the nature of a contusion with subarachnoid hemorrhage. There was a large laceration of the scalp in the left occipital temporal region. The wound was sutured and general measures were taken to reduce the intra-cranial pressure. These consisted of repeated spinal punctures, and hypertonic intravenous glucose injections. The soft tissue wounds were treated by cleansing, debridement, and dressings. The remainder of the cases were treated along accepted and indicated lines. Subsequent courses of all patients has been uneventful. Tetanus toxiod was given to all cases, and whole blood, plasma, intravenous saline, gas gangrene (therapeutic), and sedation given where need was demonstrated.

6. No casualties were suffered among out own personnel. Transfer of six ambulatory patients to the DOYEN was accomplished the afternoon of the day of departure.

7. In all respects the management of casualties embarked during this operation was carried out in a more efficient and much more satisfactory manner than in any previous operation. The number of casualties received was disappointingly small in view of the over-all number of casualties suffered. As in all of our previous operations we feel that our facilities for the treatment and handling of casualties were not used to their full extent, although it is realized that the prompt and expeditious service rendered by the hospital ships did much to lessen congestion among all the ships.

Conclusions and Recommendations

1. Because of the possible damage to the boats, to the ship's hull and fittings, and considering the danger



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to personnel involved when hoisting out LCM's in a choppy sea or ground swell, it is recommended that AKA's be granted a high priority of 4" and 4½" manila line. Experience has shown 3½" line is often of insufficient strength, and that 3" line is entirely inadequate for this work.

2. In view of our experience with water draining into the ramp cable outlet on LCM's, wetting the friction plates, and rendering the ramp inoperable, it is strongly recommended that LCM's be provided with a gland or housing over this outlet to prevent this draining. It is also recommended that LCM's be provided with a strong hand winch to be used in case of ramp failure.

3. Since verbal inquiry by control vessels concerning the nature of cargo carried seems so much more practical, and since it is the system they actually use, it is recommended that the use of cargo signs be discontinued.

4. In conclusion, it is recommended that cognizance be taken of the very adequate facilities for the treatment of the designated number of casualties to be received by this type of ship, and that these facilities be utilized when the situation becomes acute, as it did in this operation.

*C.O. Hicks*  
C.O. HICKS