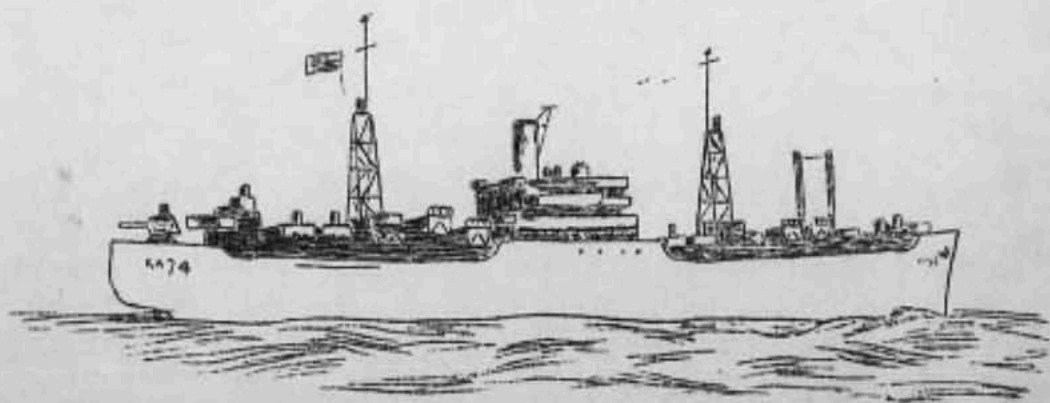


# WAR HISTORY



USS LENOIR

AKA-74

1511

December 31, 1944

to  
November 4, 1945

U.S.S. LENOIR (AKA-74)

18 September 1945

On 7 September 1944, at the North Carolina Shipbuilding Company, Wilmington, North Carolina, on building way #5, the first tangible structural member of the ship that was to become the U.S.S. LENOIR (AKA-74) took form. There wasn't any great ceremony to the laying of the keel of Maritime Commission hull #1404 as the LENOIR was referred to prior to her commissioning.

Commander M. L. Whitford, United States Naval Reserve, was ordered to duty as Prospective Commanding Officer of the U.S.S. LENOIR on 16 October 1944.

While the hull was being built at a rapid pace, officers and men were being gathered from all the units of the fleet to man her. Lieutenant David O. Grossman, United States Naval Reserve, was assigned duty as Prospective Executive Officer on 2 September 1944.

The crew of the U.S.S. LENOIR was assembled for the first time as a complete group at the Naval Training Station, Newport, Rhode Island on 3 November 1944.

With a simple ceremony before prominent residents of Lenoir County, North Carolina, Maritime Commission hull #1404 was launched 6 November 1944. Origin of the name Lenoir is quoted from a letter received by the Commanding Officer in supplement "A".

During the building period many problems, trials, and tribulations presented themselves. At the building yard officers and men were concerned with the quality of the work that was being accomplished, the allowances and spare parts that were being received, specifications, drawings, and blueprints.

At Newport officers and men were faced with the problem of pre-commissioning training, in order that they might be prepared to effectively and efficiently operate the ship to which they were assigned upon reporting aboard. Abandon ship drills, athletics, seamanship, engineering, gunnery training, military drills and even haircuts ran on a precise schedule at Newport. Formal Saturday morning inspections climaxed a strenuous week of training. Holiday routines, long and short weekends were looked forward to by all hands.

On 27 November 1944 the officers and crew of the Newport contingent were formally introduced to their future Commanding Officer. Captain Whitford dropped in at the Naval Training Station, Newport, Rhode Island, to observe his officers and crew as they took part in their various drills.

The LENOIR detail as the officers and crew were referred to at Newport got their first taste of sea duty during the period of 19 December to 23 December 1944 when they embarked aboard the U.S.S. DUTCHESS (APA-98) for a four day cruise. After returning from the cruise on Friday, 22 December 1944, the Executive Officer and assistant heads of departments sweated out a three hour conference with a board of examiners over the acceptance of the Ship's Organization and Battle Bill. All hands participated in the Christmas weekend liberty and on a cold 27 December we said goodbye to the Naval Training Station, Newport, Rhode Island as we boarded a special train for Charleston, South Carolina.

At the building yard events continued to move along at the same rapid pace. On 4 December 1944 the North Carolina Shipbuilding Company delivered hull #149 to the United States Maritime Commission and to the Navy Department. On 13 December 1944 the United States Maritime Commission and the Navy Department took the LENOIR under her own power through various maneuvering, steering and endurance trials in the Cape Fear river. All tests and performances were generally satisfactory and the ship was accepted for conversion by the Navy Department. On 14 December 1944 the ship was placed in temporary commission and manned by a ferry crew. With the ferry crew in charge the ship left the North Carolina Shipbuilding Company Yard on the morning of 5 December 1944 for its final reconversion at the Charleston Navy Yard, Charleston, South Carolina. The ship arrived at the Charleston Navy Yard on the afternoon of 16 December 1944 and workmen immediately swarmed aboard in order to meet the commissioning date, 31 December 1944.

The train bearing the officers and men arrived in Charleston after a long monotonous trip about 2400, 28 December 1944. 29 December 1944 will long be remembered by the officers as the day on which they held their famous commissioning party at the Charleston Yacht Club.

The boat group consisting of 11 officers and 119 men arrived on the morning of 30 December 1944. Without any fanfare and with a simple ceremony the Captain of the Charleston Navy Yard, Captain R.N.S. Baker, United States Navy, placed the ship in full commission in the United States Navy and turned the command over to Commander M. L. Whitford, United States Naval Reserve. Immediately after assuming command Captain Whitford delivered the message attached as supplement "B". The complete roster of the officers and muster roll of the crew at the time of commissioning is attached as supplement "C".

Without delay all hands moved aboard and "turned to" to prepare the LENOIR for her first voyage and to get her ready to accomplish our mission. 1 January 1945 was spent bringing aboard all of the various types of ammunition which the LENOIR was going to use to protect herself. On 2 January 1945, the LENOIR moved to the Clyde Mallory docks, Charleston, South Carolina, to bring aboard all the necessary stores, provisions and equipment that were necessary for her maintenance. On 6 January 1945 the LENOIR moved out into the open seaway to run the gauntlet of calibrating compasses, being photographed, and structural test firing. The LENOIR underwent a three day final conversion period in the Charleston Navy Yard on 7 January to the morning of 10 January 1945.

On the morning of 10 January 1945 the U.S.S. LENOIR got underway for Norfolk, Virginia. The LENOIR arrived and anchored in the Hampton Roads area of Norfolk, Virginia on the forenoon of 11 January 1945 and reported to the Commander, Amphibious Training Command, Atlantic Fleet for duty. Formal inspection was held aboard the U.S.S. LENOIR by a group of officers representing Commander, Amphibious Training Command, Atlantic Fleet, 12 January 1945. Also on that date the LENOIR received the balance of its landing craft consisting of 8 LCM (3), 9 LCVP, and 1 LCPL. Six LCVP's had been previously delivered to the ship at the Charleston Navy Yard.

The inspection completed, Lieutenant J. M. Enswiler, United States Navy, reported aboard as shakedown officer to assist the officers during the shakedown period.

On the morning of 13 January 1945 with Lieutenant Commander T.A. Murray, United States Coast Guard Reserve, pilot, at the conn and the Captain on the bridge the LENOIR departed for a six day shakedown cruise in the Chesapeake Bay. This is a period which no "plank owner" will forget. Six days of launching boats, 0400 reveilles, temperatures of 20<sup>o</sup>, amphibious landings and hoisting boats, all under adverse conditions would be hard for anyone to forget. This strenuous six day period was broken by one night of revelry when liberty was granted at Annapolis, Maryland on 17 January 1945. The temperature was below freezing; it was a long wet boat ride and practically everyone was exhausted, but some few brave hands bore the elements to "pitch a liberty". The remainder of the shakedown cruise week was spent in a short range battle practise, anti-aircraft target firing, and fueling at sea (U.S.S. FORRESTER DE 334). The Captain was satisfied that all hands had become well enough acquainted with the ship to know their duties and on 20 January 1945 we put into the Norfolk Navy Yard, Portsmouth, Virginia for a post shakedown availability.

During this yard period a spark from a welder's torch caused a fire amongst some cargo nets on the 3rd deck, #4 hold. The ship's fire watch that had been stationed with the welder noticed the spark ignite one of the nets and in releasing his CO2 extinguisher on that net, he blew the sparks into the whole pile. The smoke was of such intensity that the men fighting the fire had to use fresh air masks in order to enter the compartment.

This fire which happened on 24 January 1945 was a lesson to us and taught us that even the highest degree of fire precaution cannot be too great. We left the Norfolk Navy Yard 25 January 1945 for a trial run in the Hampton Roads area and late that afternoon we docked at the Norfolk Army docks, Norfolk, Virginia. We commenced loading general cargo the next day for the Naval Supply Depot, Pearl Harbor, Oahu, Territory of Hawaii, and continued to do so until 30 January 1945.

31 January 1945 we left Norfolk, Virginia with Task Unit 29.6.5 consisting of the U.S.S. ALEX DIACHENKO, APD-123 (Flag), U.S.S. TATNALL, APD-19, U.S.S. WEEDEM, DE-797. Captain T.C. Thomas, United States Navy, was Commander of Task Unit 29.6.5.

Our task unit arrived at Cristobal, Canal Zone, Panama 5 February 1945 and the LENOIR was detached from that task unit on the same day. Fresh provisions and stores were loaded at Cristobal to prepare us for our journey to Pearl Harbor. The next day 6 February 1945 the LENOIR entered Gatun Locks, Gatun Lake, Pedro Miguel, Miraflores Lake, Miraflores Lock and then the Pacific Ocean.

On that same day the U.S.S. LENOIR reported to the Commander-in-Chief Pacific Fleet, "READY FOR DUTY". Our permanent assignment made by the Chief of Naval Operations was to Commander Transport Squadron 22, Transport Division 64. Captain S. P. Jenkins, United States Navy, was Commander Transport Squadron 22 and carried his flag on the U.S.S. WESTMORELAND APA-104. The fourteen day trip from the Canal Zone to Pearl Harbor afforded excellent opportunity for numerous drills and exercises. Diamond head light was sighted on the morning of 20 February 1945. We commenced discharging our cargo 22 February 1945 and completed the job 28 February 1945 at the Naval Supply Depot docks Pearl Harbor. On arrival at Pearl Harbor we reported to the Commander, Administrative Command, Amphibious Forces, Pacific Fleet for further assignment. The Commander, Administrative Command, Amphibious Forces, Pacific Fleet on 27 February 1945 temporarily assigned us to duty with Commander Transport Division 56. Captain R. S. Townsend was Commander Transport Division 56 and carried his flag aboard the U.S.S. OKANAGAN APA-220. On orders from Commander Administrative Command, Amphibious Forces, Pacific Fleet and Commander Transport Division 56 we left Pearl Harbor for Kauai, Territory of Hawaii on 2 March 1945. The LENOIR arrived at Nawiliwili Bay, Kauai, Territory of Hawaii on the morning of 3 March 1945.

Immediately upon docking we commenced loading the First Garrison Echelon, Headquarters and Service Battery, 8th Anti-Aircraft Artillery Battalion, of the Fleet Marine Force, Pacific. During our four day stay at Nawiliwili, Kauai, Territory of Hawaii, we embarked four officers, twenty-five men, and 1800 tons of cargo, combat loaded. Our cargo loaded and secured we got underway for Pearl Harbor on 7 March 1945 in company with the U.S.S. PC-465. The LENOIR arrived at Pearl Harbor early on the morning of 8 March 1945. On 11 March 1945 we were designated as a member of Task Unit 51.13.5 in Command of Captain R.J. Townsend, United States Navy. His flag was aboard the U.S.S. OKANAGAN APA-220.

On 14 March 1945 with our combat load of passengers and cargo we left Pearl Harbor for Eniwetok, Marshall Islands. At 0551 on 18 March 1945 the U.S.S. LENOIR, its crew and passengers became members of the Realm of the Golden Dragon by crossing the 180th Meridian at Latitude 16°30' North. A notice concerning this event was made in the record of all hands and everyone received a membership card, signifying their entry into this aquatic organization.

The LENOIR arrived at Eniwetok, Marshall Islands on the morning of 22 March 1945 and sailed again on 25 March 1945 for Ulithi, Caroline Islands. On the early morning of 29 March 1945 just as the LENOIR had made a landfall on Ulithi and was preparing to enter the swept channel we encountered a typhoon of severe intensity and by listening to the dictates of good seamanship, we reversed our course and decided to ride out the typhoon rather than enter the anchorage of Ulithi. By steaming at 8 knots into the typhoon for the next 24 hours, we successfully pulled through without any damage. On the morning of 30 March 1945 the typhoon subsided and we entered the anchorage of Ulithi.

On 2 April 1945 Task Unit 51.13.5 became Task Group 55.8. While riding to anchor at Ulithi and while awaiting orders to proceed to Okinawa the news of the death of our Great President and Commander-in-Chief came over the air. We heard the news on the morning of 12 April 1945, just as we were sitting down to breakfast. Ironically on Friday, 13 April 1945 the LENOIR as a member of Task Group 55.8 left Ulithi for the target, Okinawa. The trip from Ulithi to Okinawa was spent in final preparation, last minute testing of equipment, and a study of the beaches and terrain to be encountered in our amphibious assault. We arrived off of Hagushi beaches Okinawa on the morning of 17 April 1945. The U.S.S. JERALD APA-174 and the U.S.S. LENOIR were ordered to proceed immediately to Nago Wan Bay, Okinawa 25 miles north of the transport area. We arrived at Nago Wan Bay at 1213 that same afternoon, set condition 1 ABLE, and commenced discharging cargo immediately. All hands were required to work straight through and the cargo and passengers were discharged and the ship was ready to sail again within the record time of 72 hours. The discharging of our cargo was interrupted by red alerts (enemy airplane raids) for two hours on the night of 17 April, one hour on the night of 18 April, seventeen minutes on the night 19 April, and four hours and forty minutes on the night of 20 April 1945. Although we had completed

discharging our cargo we had to remain in our Nago Wan Bay anchorage during the night of 20 April 1945 and were required to spend four hours at battle stations during enemy airplane raids. At 0700 on the morning of 21 April 1945, we left Nago Wan Bay for the transport area off Hagushi beaches arriving there at 0951 that same morning. That afternoon we were informed that we had become a member of Task Unit 51.22.8. That night we spent two hours at battle stations while enemy planes came over. The next afternoon 22 April 1945 we got underway with our task unit, destination Saipan, whose designation was changed to Task Unit 51.29.20 and was commanded by Captain R. W. Abbott, United States Navy, who carried his flag aboard the U.S.S. SALSOTA APA-204. On the morning of 27 April 1945 we arrived at Saipan, Marianas Islands and all hands participated in a well earned rest. During our stay at Saipan we delivered to the Amphibious Forces, Pacific Fleet, Boat Replacement Pool 8 LCM (3) and 9 LCVP. We left Saipan late in the afternoon of 3 May 1945 for Guadalcanal, Solomon Islands. Almost immediately upon departure from Saipan preparations got underway for that great event of crossing the Equator. Shellbacks produced their credentials to King Neptune, Chief Bos'n Mate Puff, and the king's court and royal entourage were appointed. Much time and preparation were spent in constructing a swimming pool, the elaborate costumes, and the electric fork. The Pollywogs made several unsuccessful attempts to embarrass and capture the most revered Shellbacks, but to no avail. On the morning of 8 May 1945 at 0800, His Majesty, King Neptune preceded by Davie Jones (Bos'n George) honored the U.S.S. LEMOIR by making a personal appearance aboard that ship with his royal court. Captain Whitford greeted King Neptune and as is the custom of the briny deep turned complete control of the ship and its lowly Pollywogs over to his majesty. King Neptune thanked the Captain for the honor accorded him, ascended the throne and subpoenaed all Pollywogs to make a personal appearance before him on bended knee. All hands, officers and men, entered into the spirit of the occasion and to this day no bull session is complete until some reference is made to our crossing the line. The line was crossed at 1322 on Longitude 163°33 minutes East and a long blast of the whistle was sounded to denote the occasion.



Shellback cards and certificates were distributed to each individual as proof of his entry into that secret organization, the trusty Shellbacks. We arrived at Guadalcanal, Solomon Islands in the afternoon of 10 May 1945 and anchored off Lunga Point. We moved into the docks 17 May and from that day until 22 May 1945 we loaded the Rear Echelon of the 3rd Amphibious Corps and six officers and forty men. On the morning of 22 May 1945 we left Guadalcanal for Sevuta Harbor, Tulagi, Florida Islands, Solomon Islands where we refueled and loaded 8 LCM and 9 LCVP from the salvage boat pool for delivery to Guam. We left Tulagi on the morning of 23 May 1945 and arrived Eniwetok 27 May 1945. The next 18 days were spent in anticipation of orders for departure to Guam. Finally on the morning of 14 June 1945 we left Eniwetok and arrived at Guam 17 June 1945. We commenced discharging cargo and boats 20 June, and completed discharging at 0600 on 25 June 1945. By 1200 the ship was secured for sea and we were underway with 39 enlisted men aboard as passengers bound for San Francisco. Spirits ran high and all hands were looking forward to leave, liberty and recreation in the States. While proceeding back to the States all available time and energy was devoted to getting the ship into tip-top shape. On the foggy morning of 10 July 1945, at 1000, the loom of the Golden Gate Bridge became visible. We anchored that day in the Bay, and the next moved to the Moore Dry Dock Company, Oakland, California for cleaning boilers and general yard availability. Also on this day the first contingent of the leave party shoved off while the remaining men prepared to make the best of their liberties in San Francisco. Yard availability ended on 25 July 1945 and on that day we moved to Pier 901, Hunter's Point, San Francisco to load general cargo consigned to the United States Marine Corps at Maui, Territory of Hawaii. On 30 July 1945, twelve officers, sixty enlisted men reported aboard as passengers for transportation to Pearl Harbor. We completed loading general cargo on 31 July 1945 and moved to the Explosive Anchorage, San Francisco Bay to load ammunition on 1 August 1945. On that afternoon we received our allowance of new boats 6 LCM (6), 2 LCM (3) and 7 LCVP. In the afternoon of 2 August 1945 we got underway and late that evening we watched the outline of Nob Hill fade behind the Golden Gate Bridge. We arrived at Kahului, Maui, Territory of Hawaii on the morning of 8 August 1945 and commenced discharging cargo immediately. The officer

passengers were detached 9 August for further transportation to Pearl Harbor, by air. After completing discharge of cargo on 12 August, we loaded 29 vehicles consigned to the 6th Base Depot, Pearl Harbor and departed for Pearl Harbor at 2100 in company with the U.S.S. PC-602 and S.S. MAULALAI. We arrived at Pearl Harbor early the next morning 13 August and discharged the enlisted passengers. That night during the movie we witnessed the fireworks and celebration of the premature V-J day announcement. Pictures of the fireworks show evidence that nothing was left undone in giving vent to feelings and emotions.

On the morning of 22 August, we moved into the dock at Pearl Harbor to discharge our 29 vehicles and moved back out to the buoys the next day. Also on 22 August we were temporarily assigned to Transport Squadron 18, Transport Division 45 which is commanded by Commodore J.G. Moyer, U.S.N. whose flag is on the U.S.S. BURLEIGH (APA-95). On 25 August 1945 we left Pearl Harbor for Honolulu and immediately upon docking, commenced loading the 391st Regiment of the 98th Infantry Division of the 6th Army whose destination was Osaka, Japan. We completed loading that group on 30 August and left for Pearl Harbor that same day. On the afternoon of 7 September 1945 Task Group 54.26 which was the designation of temporary Transport Squadron 18, rendezvoused off Pearl Harbor sea buoy and departed for its destination.

Temporary Transport Squadron 18 was composed of Transport Division 45 (LENOIR attached to this division under Captain A.J. Sabalot, whose flag was on the U.S.S. LOGAN, APA-196), Transport Division 52, and Transport Division 57. The first leg of our journey was to take us from Pearl Harbor to Saipan where we arrived 19 September for logistics. En-route to Saipan it was necessary for our escorts to be fueled and the LENOIR fueled the U.S.S. LIVERMORE (DD-429) at sea on 14 September. Logistics completed we left Saipan on 23 September and arrived at Wakayama, Honshu, Japan 27 September. Upon our arrival in the empire waters, we were detached from Task Group 54.26 and came under the immediate command of Commander Amphibious Group 8, who was Rear Admiral Noble on the U.S.S. WASATCH (AGC-9). We commenced discharging cargo immediately and completed the discharging of cargo on 30 September. Cargo for the 391st Regiment of the 98th Infantry Division of the 6th Army consisted of 196

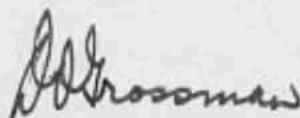
vehicles and 898 tons of general cargo for a total of 1817 tons. At Wakayama, heavy swells caused us to have an LCVP broached on the beach. However, no injuries were sustained to personnel and the cargo was salvaged. On 1 October 1945 we were assigned to Task Unit 54.18.23 with the flag on the U.S.S. ALLENDALE (APA-127) and departed from Wakayama for Manila, Philippine Islands.

On 2 October the ALLENDALE (APA-127) turned over command of our Task Unit to the U.S.S. CATSKILL (LSV-1). We arrived in Manila 7 October and completed our logistics on the morning of 9 October when we departed for Subic Bay. We arrived at Subic Bay in the late afternoon of the same day and procured 6 LCM (6), 1 LCM (3), and 1 LCVP to replace the boats which were transferred to the EDSEN Boat Pool at Wakayama. We left Subic Bay early on the morning of 10 October and arrived San Fernando Point, Lingayen Gulf in the evening of that same day. On the morning of 11 October we moved from San Fernando Point to Aringay, Lingayen Gulf. We commenced loading elements of 10th Army Corps, 6th Army consisting of 409th Port Company, 62nd Signal Battalion Company, 4186 Quartermaster Service, First Platoon 302nd Quartermaster Railroad, 623rd Quartermaster Railroad, Headquarters and Headquarter Detachment, 491st Port Company, Headquarters 70th Medical Department, Kure Base Headquarters ASCOMO, 120th Quartermaster Bakery, 3203 Engineering Water and Supply Company, 395th Quartermaster Refrigerated Truck Detachment, on 13 October. The entire cargo amounted to 181 vehicles plus general cargo for a total of 1100 tons. The loading of these elements was accomplished by the use of our own boats which made for slow progress. We left Aringay on the morning of 17 October for Hiro Wan, Honshu, Japan in Task Unit 54.15.5 with the flag on the U.S.S. BARNWELL (APA-132). In rain, fog, and mist we travelled through Bungo Suido in the Japanese Empire waters and anchored off Mitsugahama, Shikoku on the evening of 21 October. The next morning the weather had cleared sufficiently for us to proceed through the restricted waters of Aki Nada to Hiro Wan where we anchored at 0900. We commenced discharging cargo with the vehicles going to Hiro Wan and general cargo to Kure. The trip from Hiro Wan to Kure was extremely long (8 miles) and the unloading facilities extremely bad, because the beach party was using Japanese equipment

and that equipment was continually breaking down. We completed unloading on 25 October and from then until 2 November we "Sweated Out" our next assignment. Every ship except us had previously been ordered to return to the United States on the Magic Carpet Operation. Finally the orders came through for us to proceed directly to San Francisco. On the morning of 4 November we retraced our course through Bungo Suido and set out on a great circle course at maximum speed for the Golden Gate. Thus ends the War History of the U.S.S. LENOIR.


The officers and men of the "Mighty L" deserve much credit for the successful operation of this vessel during one year of service in the active theatre of war. At Okinawa Shima, Wakayama, Honshu, Japan, Aringay, Luzon, Philippine Islands and Hiro Wan, Honshu, Japan, all hands were commended by the Commanding Officer for a job WELL DONE. A good ship and a good crew has written another chapter in the saga of the sea.

Compiled By:



Lieut. D. O. Grossman  
United States Naval Reserve  
Executive Officer

Approved:



Commander Marcus L. Whitford  
United States Naval Reserve  
Commanding Officer

### ORIGIN OF THE NAME LENOIR

Lenoir County was originally a part of Craven County which embraced a large part of the original colony of North Carolina. Although we have evidence that there were settlers in what is now Lenoir County as early as 1720, history is almost silent concerning the inhabitants until about 1740 when William Heritage of New Bern, a prosperous planter, lawyer and political leader and his wife Susan Franks Heritage and their children secured the lands on which Kinston, the County seat of Lenoir is now located, and made this their home.

Soon after this Richard Caswell who had come down from Maryland became the second settler of whom we have a record. He was the most powerful figure in North Carolina during the Revolutionary war and was the first governor of this state after 1776.

In the year 1746 the County of Johnston was created from Craven which embraced the present County of Lenoir and others adjacent, and in 1758 Dobbs County was created from Johnston. Finally in 1791 Dobbs was abolished, the two counties of Lenoir and Greene were created.

Lenoir County was named for General William Lenoir, who fought the Cherokee Indians in an expedition beginning on August 17 and ending October 7, 1776, and who was also the hero of the battle of Kings Mountain in the Revolution.

The people of this County are honored to have your ship named "The Lenoir" and we shall pray for its officers and men a long and continued service to those United States of America, the best nation on the face of the earth.

A MESSAGE FROM THE COMMANDING OFFICER

In accepting command of the U.S.S. LENOIR, it becomes my first duty to express my sincere appreciation of the officers and men of this Command for their splendid co-operation during the period of training at Newport, R. I. and outfitting at the Builder's Yard. You were commended by the Commanding Officer at Newport for your efficiency and deportment; you have left behind an enviable record for others to follow; you have at the very beginning built a foundation upon which we will stand and fight.

We have become part of a great fleet designed to bring destruction to our enemies and relief and salvation to the oppressed. We will do our best to accomplish our assigned mission that our common enemy shall be destroyed and a lasting peace be had for all mankind. In the midst of pomp and ceremony we begin the life of a new ship, we know the waters that lie ahead will not be calm, we know that the days and nights will be long and filled with hardship and we know the people back home will be interested in our success and the accomplishment of the jobs, to us, assigned. We know that the men and women of the Builder's Yard and of the Outfitting Yard will be interested in our welfare for upon them lies the responsibility of building and equipping a good ship; with us, they shall share our glory and our fate. We will do our best with the tools they have given us. This undertaking is a joint responsibility, it does not end here, it is only the beginning for all of us. I believe their job has been well done and that they have given us a good ship. As Commanding Officer of the LENOIR I want you all to know that we will always go forward, we shall never turn back. I am determined that the stars and stripes will proudly fly above our ship, and your ship, till the last chapter of this war has been written.

Lieutenant Commander M. L. Whitford, USNR  
Commanding Officer  
31 Dec 1944

SHIP'S MUSTER ROLLSHIP'S OFFICERS

Commander M. L. Whitford	Commanding Officer	Wyoming, R. I.
Lieutenant D. O. Grossman	Executive Officer	Pittsburgh, Pa.
Lieutenant C. W. Swift	Communications Officer	Hingham, Mass.
Lieutenant W. Black	Navigation Officer.	Greensboro, N. C.
Lieutenant R. W. Stickler	Engineering Officer	Brooklyn, N. Y.
Lieutenant R. W. Steele	Ass't Engineering Officer	Clermont, Iowa.
Lt.(jg) L. A. Reilley	Ass't First Lieutenant	Trenton, N. J.
Lt.(jg) M. R. Jacobsen	Radar Officer	Concord, Mass.
Lt.(jg) R.M. Grigsby	Ass't Comm. Officer	Baton Rouge, La.
Lt.(jg) P. W. McCloud	Gunnery Officer	Lititz, Pa.
Lt.(jg) G. R. Noble	Third Division Officer	Alexandria, Va.
Lt.(jg) E. C. Vlna	First Lieutenant	Columbus, Ohio.
Lt.(jg) J. W. Lynch, Jr.	Ass't Engineering Officer	Spartanburg, S. C.
Ensign J. S. Heath	Ass't Navigator	Westbrook, Maine.
Ensign H. H. Van Hoy	Recognition Officer	Bocne, N. C.
Ensign S. Zwerdling	C.I.C. Officer	Brooklyn, N. Y.
Ensign R. E. Kelley	Ass't Comm. Officer	Savannah, Mo.
Ensign E. H. Knight, Jr.	Ass't Gunnery Officer	
Ensign C. G. Stokes	First Division Officer	New Orleans, La.
Lieutenant C.F. Geigle	Medical Officer	Philadelphia, Pa.
Lt.(jg) G. P. Waddell	Supply Officer	Norfolk, Va.
Ch. Elect. T.A.P. Williamson	Ass't Engineering Officer	Canton, Ohio.
Bos'n P.M. George	Ship's Boatswain	Machronville, Texas.
Carp. J. H. Sealey	Ship's Carpenter	Augusta, Ga.
Mach. W. Eddy	Ass't Engineering Officer	Lynwood, California.
A.P.C. R. A. Smith	Disbursing Officer	Middletown, R. I.

BOAT GROUP OFFICERS

Lt.(jg) S.T. MacNeill, Jr.	Boat Group Commander	Washington, D. C.
Ensign W. A. Jung	Ass't Boat Grp. Commander	Warrensburg, Mo.
Ensign G. A. Cakes	Boat Officer	Port Huron, Mich.
Ensign J. T. Holstun, Jr.	Boat Officer	Bynum, Alabama.
Ensign C. J. Flynn	Boat Officer	Nashua, N. H.
Ensign M. A. McGetrick	Ass't Boat Grp. Officer	Danbury, Conn.
Ensign T. H. Wilbur	Boat Officer	Bakersfield, Calif.
Ensign A. C. Bell	Boat Officer	Dallas, Texas.
Ensign J. M. Dotson	Boat Officer	Petroleum, W. Va.
Ensign H. E. Juen	Boat Officer	El Paso, Texas.
Ensign N. E. Schrage	Boat Officer	Annapolis, Md.

SHIP'S COMPANY

AIFORD, Willie Clyde	F1c	Doddsville, Miss.
ALIX, Leo Adelbert	S2c	Greenville, N. H.
ALTMUELLER, James Joseph	CM1c	Overland, Mo.
ANDERSEN, Adolph Robert	MM1c	Alden, Iowa
ANDERSON, Richard (n)	11c	
ANGIERAMI, Joseph Rocco	FC3c	Schenectady, N. Y.
ARCHER, Andrew (n)	S2c	Silver Spring, Md.
ASH, Norman Frederick	S2c	Fruitport, Mich.
ASHFORD, Eugene (n)	Slc	Claremore, Okla.
BAKER, Joseph Aloysius, Jr.	S2c	Troy, New York.
BARDES, John Louis	M3c	Bronx, N. Y.
BARREN, Thomas (n)	S2c	
BARRY, Robert Joseph	QM3c	Beverly, Mass.
BASIL, Robert Wayne	F2c	Elkins, W. Va.
BAUER, John Andrew	S2c	Pittsburgh, Pa.
BAXTER, Raymond George	CRM(PA)	Lowell, Mass.
BENSON, Robert Warren	F2c	Chicago, Ill.

SHIP'S COMPANY

HENTON, Luther Jordan, Jr.	QM2c	
BERTONE, Emilio (n)	S2c	Brooklyn, N. Y.
BEST, Thomas Cliver	S2c	Youngstown, Ohio.
BIK, John (n)	Flc	
BLOSSER, Amos Lee	S2c	Norristown, Pa.
BOLTON, John Edward	S2c	Tampa, Florida.
BORDERER, Harold Elias	MM1c	Temple, Pa.
BRINKLEY, Harold Ernest	CM3c	Madison, Tenn.
BUPP, Martin Luther	PCO3c	York, Pa.
CAMPBELL, Howard Edsel	S2c	Dearborn, Mich.
CAREY, Lindsay James	MM2c	San Francisco, Calif.
CARTWRIGHT, Daniel Robert	Slc	Sidney, Ohio.
CENICOLA, Ralph Carmen	S2c	South Hackensack, N. J.
CHADWICK, Robert Andrew	EM2c	Denver, Colorado.
CHILSON, William Francis	S2c	Bronx, N. Y.
CLARK, Alonzo Robert	Slc	Stryker, Ohio.
CLARK, Jack Walker, Sr.	S2c	
CLARK, Robert Elmer	SM2c	Wethersfield, Conn.
CLINGER, Lloyd Martin	Flc	
COBY, William Louis	S2c	Lima, Ohio.
COLE, Charles Ernest	S2c	Saugerties, N. Y.
CONRAD, John Lewis	Slc	New Cumberland, Pa.
COX, John Calvin	CFPM	Denver, Colorado.
CRASK, Orval Dale	SC2c(B)	Noblesville, Ind.
DAHL, Thomas James	MM2c	St. Paul, Minn.
DANNER, Leonard Edward	CM2c	
DAUM, Johnny Raphael	WT3c	New England, North Dakota.
DAVIS, Edwin (n)	StM2c	Bronx, N. Y.
DAVIS, Ervin Lafayette	MM3c	
DAVIS, Harold Granville	MM1c	
DE FRANCISCO, John Henry	MMMM2c	Norristown, Pa.
DEL DOTTO, John (n)	GM3c	Winton, California.
DE NAPOLI, Joseph Antonio	Flc	Boston, Mass.
DERVAN, William Francis	S2c	Milton, Mass.
DESMOND, John Murell	GM3c	Auburn, N. Y.
DEWULFE, Donald Francis	GM3c	Detroit, Michigan.
DEXHEIMER, Frederick Junior	S2c	
DITMER, Myron Franklin	CBM	Boston, Mass.
DIXON, Maynard John	S2c	Troy, N. Y.
DONNELLY, Charles Russell	Flc	
DOUGLASS, John Robert	S2c	Brooklyn, N. Y.
EARLE, William (n), Jr.	StM2c	Guerryton, Alabama.
EDWARDS, Roy (n)	SM1c	Philadelphia, Pa.
FAISON, Rufus Sylvania	StM2c	Philadelphia, Pa.
FARMER, Stanley Lamar	HALc	Horse Cave, Ky.
FILIPCIC, Frank John, Jr.	CSF	
FITZWATER, William Franklin	SK2c	Charleston, W. Va.
FOX, Chester Ellsworth	CCM	Washington, D. C.
FOX, William Harry	CMM	
GATES, Harvey Paul	S2c	South Elgin, Ill.
GILSTRAP, Malcolm Keith	S2c	Liberty, S. C.
GLAZEBROCKS, Frank Ray	Slc	
GORDON, Louis (n)	Cox.	Philadelphia, Pa.
GRATTON, John Wilfred, Jr.	EM2c	Emporium, Pa.
GRAVES, David Richardson	SM1c	Kansas City, Kansas.
GRIFFIN, Robert Edward	SK2c	
GULL, Alfred Jaynes, Jr.	S2c	Wabash, K.C. Mo.
GYCRY, Nicholas Bela	S2c	Astoria, N. Y.
HANSEN, Chris Otto	Slc	Kansas City, Kansas.
HARRINGTON, Richard Horace	S2c	
HARWOOD, Frank Joseph	F2c	Maple Hts. Ohio.



SHIP'S COMPANY

HAUGH, Glenn Filmore	S2c	Waynesboro, Pa.
HAWKINS, Hiland Casey, Sr.	GM3c	Marion, N. C.
HAYNES, Silas (n)	OGM	Pickens Co., S. C.
HAYWARD, Hayden John	SK2c	Middleboro, Mass.
HEE, William Joseph	RM2c	Philadelphia, Pa.
HELHONSKI, Charles James	Cox.	Burlington, N. J.
HERRICK, Eugene Howard	S2c	Rangley, Maine.
HERRON, William Jay	S2c	Hope, Ind.
HESS, James Willard	MM2c	Morgan, N. J.
HEWETT, Lessie Elwood	EM3c	Savannah, Georgia.
HEYDE, Fred William	Flc	Belleville, Ill.
HISER, Raymond Joseph	Slc	Abingdon, Md.
HOGAN, Robert (n)	Ck2c	Starkville, Miss.
HOTMAN, Jack Ben Wesley	Bkr3c	
HOWARD, Leslie Cecil	Bkr2c	
HOWARD, Marion Hamilton	EMlc	Arcadia, Florida.
JAMBORA, Walter Paul	S2c	Ludlow, Mass.
JAQUILLARD, Elton Henry	SC3c	Toledo, Ohio.
JOHNSON, John "L"	SM2c	Bossier City, La.
JOHNSON, William Austin	MM2c	
JONES, Wayne Benjamin	Slc	
JONES, Phillip Ford	F2c	Warren, Ohio.
KACUNA, William Frederick	Flc	Hammond, Ind.
KAUFFMAN, Karl Jacob	Flc	Miamisburg, Ohio.
KEEFER, Clyde (n)	SP2c	
KINGERY, Raymond (t)ay	EM2c	Roanoke, Va.
KLEMM, George (n)	Slc	Baltimore, Md.
KOWRACK, Leo Peter	RM2c	Grand Rapids, Mich.
LAMPERS, Leslie Wilbur	F2c	Ashton, Iowa.
LEONARD, Donald Joseph	EMlc	
MacGILVRAY, Ronald Joseph	SC2c	Charleston, S. C.
MacNEAL, David Earl	WT2c	
MARSHALL, William David	Slc	North Georgetown, Ohio.
MARTIN, James Franklin	F2c	Kansas City, Mo.
MARTIN, Albert Leslie	F2c	LaSalle, Ill.
MASICUIK, Harry (n)	S2c	Rockville, Connecticut.
MASTRANGELI, Vincent Joseph	S2c	Springfield, Mass.
MC MANUS, Charles Felix	CMM	
MC NAMARA, John Francis	S2c	
MC NUTT, Thomas Cleveland	MMS3c	Rochester, N. Y.
MEDEIRAS, Manuel Vieira	S2c	Fall River, Mass.
MILLER, Marion Doyle	CY	
MINCHIN, Everett Eugene	Slc	
MOPFITT, Than Wilson	S2c	Zanesfield, Ohio.
MORAN, Neal Victor	GM3c	
MORGAN, Samuel John	SSM3c	Montevallo, Alabama.
MORRIS, Mirroll Levator	Ck3c	Philadelphia, Pa.
MORRISON, Abraham Isaac	SMlc	
M'SELEY, Charles Herbert	PH3c	Easton (Clee), Stephens Co. Georgia.
MYRICK, Albert Russell	S2c	Charleston, S. C.
NEEDHAM, Vinal Alford	Slc	Downers Grove, Ill.
NICHOLS, Hershell "B" "G"	Slc	Gays, Tennessee.
NUGENT, Lee Mac, Jr.	PH2c	Manteca, Calif.
O'NEIL, Paul Joseph	SFlc	
PACHECO, John Farias	WT3c	E. Providence, R. I.
PARSON, Haywood Leo	Ck2c	Memphis, Tenn.
PAWLEY, Arthur Eugene	Flc	Baltimore, Md.
PERCY, Arden LaVerne	EM2c	Kalamazoo, Mich.
PILBAIN, Richard Arcade	Flc	Stillwater, Minn.
PONTO, Albert Edwin	Cox.	Philadelphia, Pa.

## SHIP'S COMPANY

FOSTON, William Verlon	WT1c	
ICMERS, John Woodrow	S2c	New Cumberland, W. Va.
QUARLES, William Ray	Cox.	
RICH, Willie (n)	CWT	Henderson, N. C.
RIEDEL, Arthur Charles	S2c	Buffalo, N. Y.
RINO, Amico Angelo	S2c	Buffalo, N. Y.
RICHAUD, Philip Andrew	GM2c	
ROBINSON, Robert Cleveland	Slc	Fittsfield, Mass.
ROBY, Carl Lewis	SM3c	
ROE, Curtis Dale	Y2c	Mount Ayr, Iowa.
ROGERS, Donald (n)	StM1c	Cleveland, Ohio.
ROSS, Emmett Lavern	SF3c	Argo, Ill.
ROTH, William Thomas	GM3c	
ROWLAND, John James	GM2c	Bronx, N. Y.
RUZELL, Clayton Harry	S2c	Fort Chester, N. Y.
RUIZ, Richard Daniel	S2c	Brooklyn, N. Y.
RUTKOWSKI, Theodore George	S2c	Toledo, Ohio.
SAMS, George William	Slc	Jacksonville, Fla.
SANDBERG, Milton	S2c	Bronx, N. Y.
SCHULTZ, Wilford Clayton	F2c	Superior, Wis.
SEIDENBAUM, Herbert (n)	Slc	Tottenville, N. Y.
SETTEDECATO, Michael Angelo	S2c	Brooklyn, N. Y.
SHINGLETON, Frederick P.	MM2c	Spelter, W. Va.
SLAWECKI, Edwin Leo	S2c	Hartford, Conn.
SMITH, Clifford Henry	MM3c	Beacon Falls, Conn.
SMITH, Howard Delmar	MMS3c	Webster, N. Y.
SNYDER, Richard (n)	Slc	Craigmont, Idaho.
STEVENSON, Ray Howard	CSK	
STEWART, Jerry Dee	Cox	
ST. JOHN, William Joshua, Jr.	RM3c	
STREETT, Maurice Orville	Y2c	Newark, N. J.
SUNDIN, Theodore Worth	Slc	Ensign, Mich.
SWEEZY, John Dwight	S2c	East Northport, N. Y.
TENGGREN, Harry Edwin	MM3c	Melrose, Mass.
TERNULLO, Frank (n)	HM2c	Boston, Mass.
THOMAS, King Isom	SK3c	Starke, Fla.
THORNE, Frederick John	SM2c	Rye, N. Y.
TIPPETT, Wilbert M.	Slc	Washington, D. C.
TRIPP, Leonard (n)	GM2c	
TROTTER, Archibald Dixon	MM3c	Charleston, W. Va.
TRUESDELL, Banyan Reese	OCS	
TUCKER, Isidore (n)	S2c	Baltimore, Md.
TUCKER, John Sullivan	Slc	Plessant City, Ohio.
TWEDELL, Robert Karyl	SKD2c	Macomb, Ill.
VAN AUKEN, Stuart Donald	Bkr3c	Rochester, N. Y.
VANGORDER, Wayne Franklin	RM1c	Los Angeles, Calif.
VANOVER, Alva Brown	CEM	
VAN SABBEN, Phillip Hove	F2c	Kensett, Iowa.
WATERMAN, Seymour (n)	SK2c	San Pedro, Calif.
WATTERS, Gordon Benedict	CSF	
WELLS, John Leslie	WT2c	Buffalo, N. Y.
WHETSTONE, Clavin Coolidge	St3c	St. Matthews, S. C.
WHITE, Joshua Alvin	SK2c	Hertford, N. C.
WHITTAKER, Robert Earl	Cox	Naticoke, Pa.
WILLIAMS, Frederick, Jr.	S2c	E. Providence, R. I.
WILLIAMS, Joseph Blair, Jr.	S2c	Altoona, Pa.
WILLIAMS, Richard Eugene	S2c	Marion, Ohio.
WIRT, Raymond Elmer	SK1c	
WILSON, William (tis)	S2c	Culver, Ind.
WILSON, Rush Spencer	St3c	Winston-Salem, N. C.
WOLFINGER, Albert Frank	S2c	Philadelphia, Pa.
WOOD, Lois Hollis	Slc	Baldwyn, Miss.

SHIP'S COMPANY

WOODBURY, Raymond Francis	S2c	Peabody, Mass.
YOUNG, Curry (n)	FhMle	Eunice, La.
YOUNG, Lawrence Milton	F2c	Gladstone, Mich.
YOUNG, Walter Keener, Jr.	S2c	Lancaster, Pa.
YUHAS, Edward (n)	S2c	Garfield, N. J.
ZELL, Louis George	S2c	McKeesport, Pa.
ZELLER, Edwin Russell	S2c	Camden, N. J.
ZOCCHI, Ugo John	S2c	N. Adams, Mass.

BOAT CREW

ABBOTT, Norman George	S2c	Johnston, R. I.
ADAMCZYK, Alfred Walter	Slc	Cheektowaga, N. Y.
ADAMS, Walter Clifford	S2c	Riverside, R. I.
A'HEARN, John Wheelock	S2c	Boston, Mass.
AJAM, Joseph (n)	S2c	Patterson, N. J.
ALLEN, David Charles, Sr.	SFlc	
ALTDORFER, David William	S2c	Millvale, Pa.
AMALFITANO, Paul Joseph	S2c	Wilmington, Dela.
AMERGSE, James Rollie	Slc	Philpot, Ky.
AMISSON, Leon Walter	S2c	Trenton, N. J.
ANDEREGG, Richard Charles	S2c	Pittsburgh, Pa.
ANDERSON, Francis Morle	F1c	Conneaut, Ohio.
ANDREWS, William Edward	F1c	Jackson Heights, N. Y.
ANDRIOLA, Arthur Angelo	S2c	New York, N. Y.
AVEY, Earnest Lee	F1c	Tunnelton, W. Va.
BABCOCK, Robert Aaron	BM2c	Detroit, Mich.
BABCOCK, Theodore Peter	S2c	Buffalo, N. Y.
BABIN, Robert Joseph	S2c	Medford, Mass.
BAKER, Carl Robert	F1c	New Albany, Ind.
BARNHART, Richard Lucien	Slc	Greensburg, Pa.
BARRIAULT, Yves Emile	Slc	Westbrook, Maine.
BASILE, Frank James	S2c	Brooklyn, N. Y.
BERG, William Henry	F1c	Brooklyn, N. Y.
BERNER, Frederick Russell	Slc	W. New York, N. J.
BERNHARD, Thomas Earl	BM2c	Methuen, Mass.
BIEHL, William Duane	F1c	Marietta, Ohio.
BIK, Thaddeus (n)	S2c	Pittsburgh, Pa.
BIRT, Glen (n)	S2c	Frewsburg, N. Y.
BORD, Edgar Chester	S2c	Uniontown, Pa.
BORTZ, Donald James, Jr.	S2c	Detroit, Mich.
BOWEN, Troy Lee	S2c	Schoolfield, Va.
BOYCE, John William	S2c	Monroe, N. C.
BRADLEY, James Hite	S2c	Uniontown, Pa.
BRITT, Willie Raymond	Slc	Danville, Ind.
BURGE, William Robert	S2c	Dumore, Pa.
BUSH, Lewis Edward	S2c	Pittsburgh, Pa.
BEARS, Warren Wiley	S2c	Elyria, Ohio.
CAMERON, Angus Joseph	S2c	
CAPPIELLO, Elton Wayne	F1c	Ft. Covington, N. Y.
CARAFIETTI, John (n)	S2c	Hamonton, N. J.
CHANDLER, Lee Ray	S2c	Mars Hill, N. C.
CLACK, Arthur Joseph	S2c	Lockport, N. Y.
CLELLAND, Ralph (n)	Slc	Waynesburg, Penna.
CLEMENTS, Estle (n), Jr.	S2c	Crumpler, W. Va.
COAN, Harold Francis	S2c	
COBURN, James Martin	Slc	Kingwood, W. Va.
COCHENCUR, Johnnie Junior	Slc	
COFFEY, George Richard	Slc	Elmont, N. Y.
CONDON, Robert Owen	Slc	Fairfield, Conn.
CONNELLY, Richard William	Slc	Pittsburgh, Pa.
CONNORS, Ralph William	Slc	Verona, N. J.
COSTA, Donald Joseph	F1c	Yonkers, N. Y.
COUF, Robert Allen	F1c	Harmony, Pa.

BOAT CREW

CURREAN, James Emmett	Slc	Mauch Chunk, Pa.
CURREN, Kenneth Gerald	F1c	Loudsville, Ohio.
CURRIE, David Aitken, Jr.	Slc	Manchester, N. H.
DABKIEWICZ, Roman, Jr.	Slc	Pittsburgh, Pa.
DeLANEY, Max "L"	MoM2c	Saltville, Tenn.
DRAKE, Robert Donald	F2c	Madison, N. J.
DUNCAN, Edward James, Jr.	MoM3c	Brooklyn, N. Y.
FRAY, Robert (n)	F2c	
FRIEDRICK, Richard Donald	F2c	Pittsburgh, Pa.
FULLER, Lester Laverne	Slc	E. Dunkirk, N. Y.
GARIBALDI, Vincent Harold	S2c	Jersey City, N. J.
GAW, David (n)	Slc	
GLANGRICO, Samuel Joseph	S2c	Rochester, N. Y.
GUALANDI, Louis Daniel	Slc	Concord, N. Y.
HALL, Rufus Paul	S2c	Hillsville, Va.
HECHT, Arnold (n)	S2c	Bronx, N. Y.
HEINBECKE, Gordon Anthony	Slc	
HIGLE, Bryant (n)	Slc	Slocomb, Alabama.
HOGAN, Francis Patrick	S2c	Ware, Mass.
HOWARD, Earl Leslie	Slc	Bunney, Ark.
JAMIESON, Martin Leo, Jr.	S2c	Millinocket, Maine.
JASCNIS, Chester John	Slc	Nanticoke, Pa.
JESSEE, Lawrence Carroll	F1c	Lebanon, Va.
JOHNSON, Frank Davis	Slc	Framingham Ctr., Mass.
JOHNSON, Norman Eugene	F2c	Lexington, Ohio.
JOHNSON, Richard John	F1c	Chicago, Ill.
JOHNSTON, Norwood (n), Jr.	Slc	Marion, Ohio.
JORDAN, Winton Wallace	EM3c	Columbus, Georgia.
KELLEY, William Edward	Slc	
KICHANE, Kenneth Vincent	F2c	W. Roxbury, Mass.
KILANDER, Eitel Albert, Jr.	S2c	
KING, Carmon Ford	MoM1c	Old Hickory, Tenn.
KIND, Charles Leighton	S2c	Dayton, Ohio.
KISTNER, Edwin Joseph	S2c	Utica, N. Y.
KLEIST, John Fredrick	F2c	Coverdale, Pa.
KORFICS, Frank James	S2c	Allentown, Pa.
KRAUSE, Warren Louis	GM2c	Baltimore, Md.
KULHAMER, Vincent Paul	S2c	Pullerton, Pa.
KULUSICH, Philip Frank	F2c	Sharon, Pa.
KUZAS, John (n)	F2c	W. Allouppa, Pa.
KYNE, James Martin	F1c	Rosindale, Mass.
LAMBERTI, Frank Michael	Slc	West Brighton, N. Y.
LANE, Eli (n)	Slc	Windham, N. Y.
MACHOWSKI, Raymond John	S2c	Rockville, Conn.
MAKONE, Fred Paul	S2c	Carlsbad, N. J.
MATTHEWS, James Eugene, Jr.	F1c	Bryn Mawr, Pa.
MAY, Donald William	F1c	W. Nanticoke, Pa.
McKENNEY, Francis Joseph	S2c	Lockport, N. Y.
McKERRAN, Donald William	S2c	Ironton, Ohio.
MEWAKES, George Eugene	S2c	Toledo, Ohio.
MILAM, Kenneth Eugene	Cox.	Kansas City, Kansas.
MURWELLY, James Kevin	Slc	Pittsburgh, Pa.
PETERS, Dwight Emerson	Slc	LaBelle, Fla.
PIPKORN, Bernard (n)	CM3c	Waupaca, Wis.
ROMANCZAK, Felix Stanley	S2c	Janesville, Wis.
SHIFFER, James Edward	S2c	Binghamton, N. Y.
SIMENDINGER, Donald James	S2c	Pittsburgh, Pa.
SIZEMORE, McDaniel (n)	Slc	Thomasville, N. C.
TESTART, Leon Charles	Slc	Rock Island, Ill.

BOAT CREW

THOMPSON, Floyd (n)	S2c	Matchitoches, La.
WALLACE, James Wayne	S1c	Chicago, Ill.
WALTERS, George William	S1c	
WARREN, Harry McFenton	S2c	Waresboro, Ga.
WARREN, James Huling	S1c	Gilmer, Texas.
WOODS, George Edward III	S2c	Pittsburgh, Pa.
ZYCHOWSKI, Richard Lewis	GM3c	

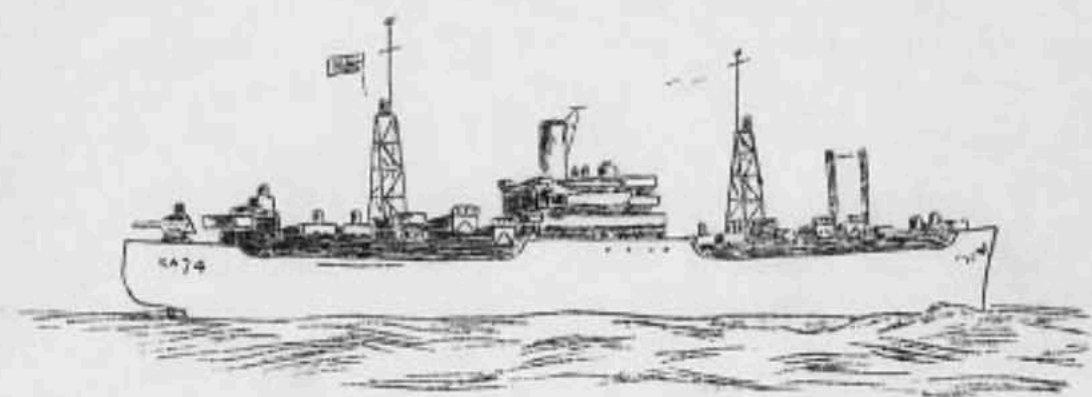
SUPPLEMENT "C"

WAR



HISTORY

USS LENOIR



USS LENOIR

AKA-74

December 31, 1944

to  
November 4, 1945

U.S.S. LENOIR (AKA-74)

18 September 1945

On 7 September 1944, at the North Carolina Shipbuilding Company, Wilmington, North Carolina, on building way #5, the first tangible structural member of the ship that was to become the U.S.S. LENOIR (AKA-74) took form. There wasn't any great ceremony to the laying of the keel of Maritime Commission hull #1404 as the LENOIR was referred to prior to her commissioning.

Commander M. L. Whitford, United States Naval Reserve, was ordered to duty as Prospective Commanding Officer of the U.S.S. LENOIR on 16 October 1944.

While the hull was being built at a rapid pace, officers and men were being gathered from all the units of the fleet to man her. Lieutenant David O. Grossman, United States Naval Reserve, was assigned duty as Prospective Executive Officer on 2 September 1944.

The crew of the U.S.S. LENOIR was assembled for the first time as a complete group at the Naval Training Station, Newport, Rhode Island on 3 November 1944.

With a simple ceremony before prominent residents of Lenoir County, North Carolina, Maritime Commission hull #1404 was launched 6 November 1944. Origin of the name Lenoir is quoted from a letter received by the Commanding Officer in supplement "A".

During the building period many problems, trials, and tribulations presented themselves. At the building yard officers and men were concerned with the quality of the work that was being accomplished, the allowances and spare parts that were being received, specifications, drawings, and blueprints.

At Newport officers and men were faced with the problem of pre-commissioning training, in order that they might be prepared to effectively and efficiently operate the ship to which they were assigned upon reporting aboard. Abandon ship drills, athletics, seamanship, engineering, gunnery training, military drills and even haircuts ran on a precise schedule at Newport. Formal Saturday morning inspections climaxed a strenuous week of training. Holiday routines, long and short weekends were looked forward to by all hands.

On 27 November 1944 the officers and crew of the Newport contingent were formally introduced to their future Commanding Officer. Captain Whitford dropped in at the Naval Training Station, Newport, Rhode Island, to observe his officers and crew as they took part in their various drills.

The LENOIR detail as the officers and crew were referred to at Newport got their first taste of sea duty during the period of 19 December to 23 December 1944 when they embarked aboard the U.S.S. DUTCHESS (APA-98) for a four day cruise. After returning from the cruise on Friday, 22 December 1944 the Executive Officer and assistant heads of departments sweated out a three hour conference with a board of examiners over the acceptance of the Ship's Organization and Battle Bill. All hands participated in the Christmas weekend liberty and on a cold 27 December we said goodbye to the Naval Training Station, Newport, Rhode Island as we boarded a special train for Charleston, South Carolina.

At the building yard events continued to move along at the same rapid pace. On 4 December 1944 the North Carolina Shipbuilding Company delivered hull #149 to the United States Maritime Commission and to the Navy Department. On 13 December 1944 the United States Maritime Commission and the Navy Department took the LENOIR under her own power through various maneuvering, steering and endurance trials in the Cape Fear river. All tests and performances were generally satisfactory and the ship was accepted for conversion by the Navy Department. On 14 December 1944 the ship was placed in temporary commission and manned by a ferry crew. With the ferry crew in charge the ship left the North Carolina Shipbuilding Company Yard on the morning of 5 December 1944 for its final reconversion at the Charleston Navy Yard, Charleston, South Carolina. The ship arrived at the Charleston Navy Yard on the afternoon of 16 December 1944 and workmen immediately swarmed aboard in order to meet the commissioning date, 31 December 1944.

The train bearing the officers and men arrived in Charleston after a long monotonous trip about 2400, 28 December 1944. 29 December 1944 will long be remembered by the officers as the day on which they held their famous commissioning party at the Charleston Yacht Club.



The boat group consisting of 11 officers and 119 men arrived on the morning of 30 December 1944. Without any fanfare and with a simple ceremony the Captain of the Charleston Navy Yard, Captain R.N.S. Baker, United States Navy, placed the ship in full commission in the United States Navy and turned the command over to Commander M. L. Whitford, United States Naval Reserve. Immediately after assuming command Captain Whitford delivered the message attached as supplement "B". The complete roster of the officers and muster roll of the crew at the time of commissioning is attached as supplement "C".

Without delay all hands moved aboard and "turned to" to prepare the LENOIR for her first voyage and to get her ready to accomplish our mission. 1 January 1945 was spent bringing aboard all of the various types of ammunition which the LENOIR was going to use to protect herself. On 2 January 1945, the LENOIR moved to the Clyde Mallory docks, Charleston, South Carolina, to bring aboard all the necessary stores, provisions and equipment that were necessary for her maintenance. On 6 January 1945 the LENOIR moved out into the open seaway to run the gauntlet of calibrating compasses, being photographed, and structural test firing. The LENOIR underwent a three day final conversion period in the Charleston Navy Yard on 7 January to the morning of 10 January 1945.

On the morning of 10 January 1945 the U.S.S. LENOIR got underway for Norfolk, Virginia. The LENOIR arrived and anchored in the Hampton Roads area of Norfolk, Virginia on the forenoon of 11 January 1945 and reported to the Commander, Amphibious Training Command, Atlantic Fleet for duty. Formal inspection was held aboard the U.S.S. LENOIR by a group of officers representing Commander, Amphibious Training Command, Atlantic Fleet, 12 January 1945. Also on that date the LENOIR received the balance of its landing craft consisting of 8 LCM (3), 9 LCVP, and 1 LCPL. Six LCVP's had been previously delivered to the ship at the Charleston Navy Yard.

The inspection completed, Lieutenant J. M. Ensweiler, United States Navy, reported aboard as shakedown officer to assist the officers during the shakedown period.

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On the morning of 13 January 1945 with **Lieutenant** Commander T.A. Murray, **United** States Coast Guard Reserve, pilot, at the conn and the Captain on the bridge the LENOIR departed for a six day shakedown cruise in the Chesapeake Bay. This is a period which no "plank owner" will forget. Six days of launching boats, 0400 reveilles, temperatures of 20°, amphibious landings and hoisting boats, all under adverse conditions would be hard for anyone to forget. This strenuous six day period was broken by one night of revelry when liberty was granted at Annapolis, Maryland on 17 January 1945. The temperature was below freezing; it was a long wet boat ride and practically everyone was exhausted, but some few brave hands bore the elements to "pitch a liberty". The remainder of the shakedown cruise week was spent in a short range battle practise, anti-aircraft target firing, and fueling at sea (U.S.S. FORRESTER DE 334). The Captain was satisfied that all hands had become well enough acquainted with the ship to know their duties and on 20 January 1945 we put into the Norfolk Navy Yard, Portsmouth, Virginia for a post shakedown availability.

During this yard period a spark from a welder's torch caused a fire amongst some cargo nets on the 3rd deck, #4 hold. The ship's fire watch that had been stationed with the welder noticed the spark ignite one of the nets and in releasing his CO2 extinguisher on that net, he blew the sparks into the whole pile. The smoke was of such intensity that the men fighting the fire had to use fresh air masks in order to enter the compartment.

This fire which happened on 24 January 1945 was a lesson to us and taught us that even the highest degree of fire precaution cannot be too great. We left the Norfolk Navy Yard 25 January 1945 for a trial run in the Hampton Roads area and late that afternoon we docked at the Norfolk Army docks, Norfolk, Virginia. We commenced loading general cargo the next day for the Naval Supply Depot, Pearl Harbor, Oahu, Territory of Hawaii, and continued to do so until 30 January 1945.

31 January 1945 we left Norfolk, Virginia with Task Unit 29.6.5 consisting of the U.S.S. ALEX DIACHENKO, APD-123 (Flag), U.S.S. TATNALL, APD-19, U.S.S. WEEDEN, DE-797. Captain T.C. Thomas, United States Navy, was Commander of Task Unit 29.6.5.

Our task unit arrived at Cristobal, Canal Zone, Panama 5 February 1945 and the LENOIR was detached from that task unit on the same day. Fresh provisions and stores were loaded at Cristobal to prepare us for our journey to Pearl Harbor. The next day 6 February 1945 the LENOIR entered Gatun Locks, Gatun Lake, Pedro Miguel, Miraflores Lake, Miraflores Lock and then the Pacific Ocean.

On that same day the U.S.S. LENOIR reported to the Commander-in-Chief Pacific Fleet, "READY FOR DUTY". Our permanent assignment made by the Chief of Naval Operations was to Commander Transport Squadron 22, Transport Division 64. Captain S. P. Jenkins, United States Navy, was Commander Transport Squadron 22 and carried his flag on the U.S.S. WESTMORELAND APA-104. The fourteen day trip from the Canal Zone to Pearl Harbor afforded excellent opportunity for numerous drills and exercises. Diamond head light was sighted on the morning of 20 February 1945. We commenced discharging our cargo 22 February 1945 and completed the job 28 February 1945 at the Naval Supply Depot docks Pearl Harbor. On arrival at Pearl Harbor we reported to the Commander, Administrative Command, Amphibious Forces, Pacific Fleet for further assignment. The Commander, Administrative Command, Amphibious Forces, Pacific Fleet on 27 February 1945 temporarily assigned us to duty with Commander Transport Division 56. Captain R. S. Townsend was Commander Transport Division 56 and carried his flag aboard the U.S.S. OKANAGAN APA-220. On orders from Commander Administrative Command, Amphibious Forces, Pacific Fleet and Commander Transport Division 56 we left Pearl Harbor for Kauai, Territory of Hawaii on 2 March 1945. The LENOIR arrived at Nawiliwili Bay, Kauai, Territory of Hawaii on the morning of 3 March 1945.

Immediately upon docking we commenced loading the First Garrison Echelon, Headquarters and Service Battery, 8th Anti-Aircraft Artillery Battalion, of the Fleet Marine Force, Pacific. During our four day stay at Nawiliwili, Kauai, Territory of Hawaii, we embarked four officers, twenty-five men, and 1800 tons of cargo, combat loaded. Our cargo loaded and secured we got underway for Pearl Harbor on 7 March 1945 in company with the U.S.S. PC-465. The LENOIR arrived at Pearl Harbor early on the morning of 8 March 1945. On 11 March 1945 we were designated as a member of Task Unit 51.13.5 in Command of Captain R.J. Townsend, United States Navy. His flag was aboard the U.S.S. OKANAGAN APA-220.

On 14 March 1945 with our combat load of passengers and cargo we left Pearl Harbor for Eniwetok, Marshall Islands. At 0551 on 18 March 1945 the U.S.S. LENOIR, its crew and passengers became members of the Realm of the Golden Dragon by crossing the 180th Meridian at Latitude 16°30' North. A notice concerning this event was made in the record of all hands and everyone received a membership card, signifying their entry into this aquatic organization.

The LENOIR arrived at Eniwetok, Marshall Islands on the morning of 22 March 1945 and sailed again on 25 March 1945 for Ulithi, Caroline Islands. On the early morning of 29 March 1945 just as the LENOIR had made a landfall on Ulithi and was preparing to enter the swept channel we encountered a typhoon of severe intensity and by listening to the dictates of good seamanship, we reversed our course and decided to ride out the typhoon rather than enter the anchorage of Ulithi. By steaming at 8 knots into the typhoon for the next 24 hours, we successfully pulled through without any damage. On the morning of 30 March 1945 the typhoon subsided and we entered the anchorage of Ulithi.

On 2 April 1945 Task Unit 51.13.5 became Task Group 55.8. While riding to anchor at Ulithi and while awaiting orders to proceed to Okinawa the news of the death of our Great President and Commander-in-Chief came over the air. We heard the news on the morning of 12 April 1945, just as we were sitting down to breakfast. Ironically on Friday, 13 April 1945 the LENOIR as a member of Task Group 55.8 left Ulithi for the target, Okinawa. The trip from Ulithi to Okinawa was spent in final preparation, last minute testing of equipment, and a study of the beaches and terrain to be encountered in our amphibious assault. We arrived off Hagushi beaches Okinawa on the morning of 17 April 1945. The U.S.S. JERALD APA-174 and the U.S.S. LENOIR were ordered to proceed immediately to Nago Wan Bay, Okinawa 25 miles north of the transport area. We arrived at Nago Wan Bay at 1213 that same afternoon, set condition 1 ABLE, and commenced discharging cargo immediately. All hands were required to work straight through and the cargo and passengers were discharged and the ship was ready to sail again within the record time of 72 hours. The discharging of our cargo was interrupted by red alerts (enemy airplane raids) for two hours on the night of 17 April, one hour on the night of 18 April, seventeen minutes on the night 19 April, and four hours and forty minutes on the night of 20 April 1945. Although we had completed

discharging our cargo we had to remain in our Nago Wan Bay anchorage during the night of 20 April 1945 and were required to spend four hours at battle stations during enemy airplane raids. At 0700 on the morning of 21 April 1945, we left Nago Wan Bay for the transport area off Hagushi beaches arriving there at 0951 that same morning. That afternoon we were informed that we had become a member of Task Unit 51.22.8. That night we spent two hours at battle stations while enemy planes came over. The next afternoon 22 April 1945 we got underway with our task unit, destination Saipan, whose designation was changed to Task Unit 51.29.20 and was commanded by Captain R. W. Abbott, United States Navy, who carried his flag aboard the U.S.S. SARASOTA APA-204. On the morning of 27 April 1945 we arrived at Saipan, Marianas Islands and all hands participated in a well earned rest. During our stay at Saipan we delivered to the Amphibious Forces, Pacific Fleet, Boat Replacement Pool 8 LCM (3) and 9 LCVP. We left Saipan late in the afternoon of 3 May 1945 for Guadalcanal, Solomon Islands. Almost immediately upon departure from Saipan preparations got underway for that great event of crossing the Equator. Shellbacks produced their credentials to King Neptune, Chief Bos'n Mate Puff, and the king's court and royal entourage were appointed. Much time and preparation were spent in constructing a swimming pool, the elaborate costumes, and the electric fork. The Pollywogs made several unsuccessful attempts to embarrass and capture the most revered Shellbacks, but to no avail. On the morning of 8 May 1945 at 0800, His Majesty, King Neptune preceeded by Davie Jones (Bos'n George) honored the U.S.S. LENOIR by making a personal appearance aboard that ship with his royal court. Captain Whitford greeted King Neptune and as is the custom of the briny deep turned complete control of the ship and its lowly Pollywogs over to his majesty. King Neptune thanked the Captain for the honor accorded him, ascended the throne and subpoenaed all Pollywogs to make a personal appearance before him on bended knee. All hands, officers and men, entered into the spirit of the occasion and to this day no bull session is complete until some reference is made to our crossing the line. The line was crossed at 1322 on Longitude 163°33 minutes East and a long blast of the whistle was sounded to denote the occasion.

Shellback cards and certificates were distributed to each individual as proof of his entry into that secret organization, the trusty Shellbacks. We arrived at Guadalcanal, Solomon Islands in the afternoon of 10 May 1945 and anchored off Lunga Point. We moved into the docks 17 May and from that day until 22 May 1945 we loaded the Rear Echelon of the 3rd Amphibious Corps and six officers and forty men. On the morning of 22 May 1945 we left Guadalcanal for Gavutu Harbor, Tulagi, Florida Islands, Solomon Islands where we refueled and loaded 8 LCM and 9 LCVP from the salvage boat pool for delivery to Guam. We left Tulagi on the morning of 23 May 1945 and arrived Eniwetok 27 May 1945. The next 18 days were spent in anticipation of orders for departure to Guam. Finally on the morning of 14 June 1945 we left Eniwetok and arrived at Guam 17 June 1945. We commenced discharging cargo and boats 20 June, and completed discharging at 0600 on 25 June 1945. By 1200 the ship was secured for sea and we were underway with 39 enlisted men aboard as passengers bound for San Francisco. Spirits ran high and all hands were looking forward to leave, liberty and recreation in the States. While proceeding back to the States all available time and energy was devoted to getting the ship into tip-top shape. On the foggy morning of 10 July 1945, at 1000, the loom of the Golden Gate Bridge became visible. We anchored that day in the Bay, and the next moved to the Moore Dry Dock Company, Oakland, California for cleaning boilers and general yard availability. Also on this day the first contingent of the leave party shoved off while the remaining men prepared to make the best of their liberties in San Francisco. Yard availability ended on 25 July 1945 and on that day we moved to Pier 90A, Hunter's Point, San Francisco to load general cargo consigned to the United States Marine Corps at Maui, Territory of Hawaii. On 30 July 1945, twelve officers, sixty enlisted men reported aboard as passengers for transportation to Pearl Harbor. We completed loading general cargo on 31 July 1945 and moved to the Explosive Anchorage, San Francisco Bay to load ammunition on 1 August 1945. On that afternoon we received our allowance of new boats 6 LCM (6), 2 LCM (3) and 7 LCVP. In the afternoon of 2 August 1945 we got underway and late that evening we watched the outline of Nob Hill fade behind the Golden Gate Bridge. We arrived at Kahululi, Maui, Territory of Hawaii on the morning of 8 August 1945 and commenced discharging cargo immediately. The officer

passengers were detached 9 August for further transportation to Pearl Harbor, by air. After completing discharge of cargo on 12 August, we loaded 29 vehicles consigned to the 6th Base Depot, Pearl Harbor and departed for Pearl Harbor at 2100 in company with the U.S.S. PC-602 and S.S. MAULALAI. We arrived at Pearl Harbor early the next morning 13 August and discharged the enlisted passengers. That night during the movie we witnessed the fireworks and celebration of the premature V-J day announcement. Pictures of the fireworks show evidence that nothing was left undone in giving vent to feelings and emotions.

On the morning of 22 August, we moved into the dock at Pearl Harbor to discharge our 29 vehicles and moved back out to the buoys the next day. Also on 22 August we were temporarily assigned to Transport Squadron 18, Transport Division 45 which is commanded by Commodore J.G. Moyer, U.S.N. whose flag is on the U.S.S. BURLEIGH (APA-95). On 25 August 1945 we left Pearl Harbor for Honolulu and immediately upon docking, commenced loading the 391st Regiment of the 98th Infantry Division of the 6th Army whose destination was Osaka, Japan. We completed loading that group on 30 August and left for Pearl Harbor that same day. On the afternoon of 7 September 1945 Task Group 54.26 which was the designation of temporary Transport Squadron 18, rendezvoused off Pearl Harbor sea buoy and departed for its destination.

Temporary Transport Squadron 18 was composed of Transport Division 45 (LENOIR attached to this division under Captain A.J. Sabalot, whose flag was on the U.S.S. LOGAN, APA-196), Transport Division 52, and Transport Division 57. The first leg of our journey was to take us from Pearl Harbor to Saipan where we arrived 19 September for logistics. En-route to Saipan it was necessary for our escorts to be fueled and the LENOIR fueled the U.S.S. LIVERMORE (DD-429) at sea on 14 September. Logistics completed we left Saipan on 23 September and arrived at Wakayama, Honshu, Japan 27 September. Upon our arrival in the empire waters, we were detached from Task Group 54.26 and came under the immediate command of Commander Amphibious Group 8, who was Rear Admiral Noble on the U.S.S. WASATCH (AGC-9). We commenced discharging cargo immediately and completed the discharging of cargo on 30 September. Cargo for the 391st Regiment of the 98th Infantry Division of the 6th Army consisted of 196



vehicles and 898 tons of general cargo for a total of 1817 tons. At Wakayama, heavy swells caused us to have an LCVP broached on the beach. However, no injuries were sustained to personnel and the cargo was salvaged. On 1 October 1945 we were assigned to Task Unit 54.18.23 with the flag on the U.S.S. ALLENDALE (APA-127) and departed from Wakayama for Manila, Philippine Islands.

On 2 October the ALLENDALE (APA-127) turned over command of our Task Unit to the U.S.S. CATSKILL (LSV-1). We arrived in Manila 7 October and completed our logistics on the morning of 9 October when we departed for Subic Bay. We arrived at Subic Bay in the late afternoon of the same day and procured 6 LCM (6), 1 LCM (3), and 1 LCVP to replace the boats which were transferred to the EDEEN Boat Pool at Wakayama. We left Subic Bay early on the morning of 10 October and arrived San Fernando Point, Lingayen Gulf in the evening of that same day. On the morning of 11 October we moved from San Fernando Point to Aringay, Lingayen Gulf. We commenced loading elements of 10th Army Corps, 6th Army consisting of 409th Port Company, 62nd Signal Battalion Company, 4186 Quartermaster Service, First Platoon 302nd Quartermaster Railroad, 623rd Quartermaster Railroad, Headquarters and Headquarter Detachment, 491st Port Company, Headquarters 70th Medical Department, Kure Base Headquarters ASCOMO, 120th Quartermaster Bakery, 3203 Engineering Water and Supply Company, 395th Quartermaster Refrigerated Truck Detachment, on 13 October. The entire cargo amounted to 181 vehicles plus general cargo for a total of 1100 tons. The loading of these elements was accomplished by the use of our own boats which made for slow progress. We left Aringay on the morning of 17 October for Hiro Wan, Honshu, Japan in Task Unit 54.15.5 with the flag on the U.S.S. BARNWELL (APA-132). In rain, fog, and mist we travelled through Bungo Suido in the Japanese Empire waters and anchored off Mitsugahama, Shikoku on the evening of 21 October. The next morning the weather had cleared sufficiently for us to proceed through the restricted waters of Aki Nada to Hiro Wan where we anchored at 0900. We commenced discharging cargo with the vehicles going to Hiro Wan and general cargo to Kure. The trip from Hiro Wan to Kure was extremely long (8 miles) and the unloading facilities extremely bad, because the beach party was using Japanese equipment

and that equipment was continually breaking down. We completed unloading on 25 October and from then until 2 November we "Sweated Out" our next assignment. Every ship except us had previously been ordered to return to the United States on the Magic Carpet Operation. Finally the orders came through for us to proceed directly to San Francisco. On the morning of 4 November we retraced our course through Bungo Suido and set out on a great circle course at maximum speed for the Golden Gate. Thus ends the War History of the U.S.S. LENOIR.

The officers and men of the "Mighty L" deserve much credit for the successful operation of this vessel during one year of service in the active theatre of war. At Okinawa Shima, Wakayama, Honshu, Japan, Aringay, Luzon, Philippine Islands and Hiro Wan, Honshu, Japan, all hands were commended by the Commanding Officer for a job WELL DONE. A good ship and a good crew has written another chapter in the saga of the sea.

Compiled By:

*D. O. Grossman*

Lieut. D. O. Grossman  
United States Naval Reserve  
Executive Officer

Approved:

*Marcus L. Whitford*  
Commander Marcus L. Whitford  
United States Naval Reserve  
Commanding Officer

### ORIGIN OF THE NAME LENOIR

Lenoir County was originally a part of Craven County which embraced a large part of the original colony of North Carolina. Although we have evidence that there were settlers in what is now Lenoir County as early as 1720, history is almost silent concerning the inhabitants until about 1740 when William Heritage of New Bern, a prosperous planter, lawyer and political leader and his wife Susan Franks Heritage and their children secured the lands on which Kinston, the County seat of Lenoir is now located, and made this their home.

Soon after this Richard Caswell who had come down from Maryland became the second settler of whom we have a record. He was the most powerful figure in North Carolina during the Revolutionary war and was the first governor of this state after 1776.

In the year 1746 the County of Johnston was created from Craven which embraced the present County of Lenoir and others adjacent, and in 1758 Dobbs County was created from Johnston. Finally in 1791 Dobbs was abolished, the two counties of Lenoir and Greene were created.

Lenoir County was named for General William Lenoir, who fought the Cherokee Indians in an expedition beginning on August 17 and ending October 7, 1776, and who was also the hero of the battle of Kings Mountain in the Revolution.

The people of this County are honored to have your ship named "The Lenoir" and we shall pray for its officers and men a long and continued service to these United States of America, the best nation on the face of the earth.

A MESSAGE FROM THE COMMANDING OFFICER

In accepting command of the U.S.S. LENOIR, it becomes my first duty to express my sincere appreciation of the officers and men of this Command for their splendid co-operation during the period of training at Newport, R. I. and outfitting at the Builder's Yard. You were commended by the Commanding Officer at Newport for your efficiency and deportment; you have left behind an enviable record for others to follow; you have at the very beginning built a foundation upon which we will stand and fight.

We have become part of a great fleet designed to bring destruction to our enemies and relief and salvation to the oppressed. We will do our best to accomplish our assigned mission that our common enemy shall be destroyed and a lasting peace be had for all mankind. In the midst of pomp and ceremony we begin the life of a new ship, we know the waters that lie ahead will not be calm, we know that the days and nights will be long and filled with hardship and we know the people back home will be interested in our success and the accomplishment of the jobs, to us, assigned. We know that the men and women of the Builder's Yard and of the Outfitting Yard will be interested in our welfare for upon them lies the responsibility of building and equipping a good ship; with us, they shall share our glory and our fate. We will do our best with the tools they have given us. This undertaking is a joint responsibility, it does not end here, it is only the beginning for all of us. I believe their job has been well done and that they have given us a good ship. As Commanding Officer of the LENOIR I want you all to know that we will always go forward, we shall never turn back. I am determined that the stars and stripes will proudly fly above our ship, and your ship, till the last chapter of this war has been written.

Lieutenant Commander M. L. Whitford, USNR  
Commanding Officer  
31 Dec 1944

U.S.S. LENOIR (AKA-74)

AKA-74/A16-3  
Serial 042

Care of Fleet Post Office  
San Francisco, California  
27 October 1945

CONFIDENTIAL

From: The Commanding Officer,  
To: The Commander-in-Chief, United States Fleet.  
Via: (1) Commander Task Unit 54.15.5 (Captain H. E. Paddock, USN,  
(Commander Transport Division #62 (U.S.S. BARNWELL -  
APA 132) Flagship).  
(2) Commander Task Group #54.12 (Rear Admiral B. J. Rodgers,  
USN (Commander Amphibious Group #11 (U.S.S. CALVERT -  
APA 32) Flagship).  
(3) Commander Task Force #54 (Rear Admiral L. F. Reifsnider,  
USN (Commander Amphibious Group #4 (U.S.S. MT. MC KINLEY -  
AGC 7) Flagship).  
(4) Commander Amphibious Forces, U. S. Pacific Fleet.  
(5) Commander-in-Chief, U. S. Pacific Fleet.

Subject: Action Report, Hiro and Kure, Honshu, Japan, 17 October -  
24 October 1945, letter of transmittal of.

Reference: (a) PacFlt conf. ltr. 1-CL45 of 1 January 1945.

Enclosure: (A) Action Report, Hiro and Kure, Honshu, Japan, 17 October -  
24 October 1945.

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

M. L. WHITFORD

cc: ~~Advance~~  
~~Cominch~~ (1)  
Cinopac (3)  
ComAdComPhibsPac (1)  
Regular Distribution  
ComPhibsPac (1)  
CTF 54 (1)  
CTG 54.12 (1)  
CTU 54.15.5 (1)

X  
153291

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ENCLOSURE "A"

ACTION REPORT, HIRO & KURE, HONSHU, JAPAN, 17 - 24 October, 1945.

Part I

This vessel arrived in Manila Harbor, Luzon, P. I. on October 7th and reported for logistics and further routing to ComPhibsGr #14. Boat replacements were made at the Subic Bay Boat Pool, Luzon, P. I. on 9 - 10 October. Scheduled loading of elements of Headquarters Tenth Corps, Sixth Army troops and cargo commenced on 11 October at Aringay, Lingayen Gulf, Luzon, P. I. and completed on 16 October. This vessel was assigned as a unit of Task Unit 54.15.5 with Captain H. E. Paddock, USN, Commander Transport Division #62 aboard the U.S.S. BARNWELL (APA-132), and as its mission to transport rear elements of Tenth Corps, Sixth Army troops and cargo embarked to the ports of Hiro and Kure, Honshu, Japan, as part of the occupational forces of Japan.

Part II

Underway from Aringay, Lingayen Gulf, Luzon, P. I., 0600 (Item) 17 October 1945 on order of O.T.C. forming as a unit of Task Unit 54.15.5, this vessel taking position as third ship in right column. Speed of advance set at thirteen (13) knots and we arrived at point "Bungo" at 0500 (I), 21 October and entered the swept channel astern of TrnsRon #14, passing through Bungo Suido. On order of the O.T.C. this task unit anchored off Tsuru Shima in Iyo Nada at 1730 (I) waiting for better weather and visibility before navigating the restricted waters ahead. Underway from Tsuru Shima, 0621 (I), 22 October enroute Hiro Wan in column formation. Received anchorage instructions from the Port Director and proceeded independently on orders of O.T.C. enroute berth #17 anchoring at 0832 (I).

1330 - Commenced discharging vehicles into the beach at Hiro Wan. 2000 - Discharging Report: 70 percent of vehicle unloaded, 0 percent of general cargo unloaded. 66 percent of total cargo unloaded. 2400 (I) Report: 96 percent of vehicles discharged, 0 percent of general cargo discharged. 70 percent of the total cargo discharged.

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0100 (I), 23 October. 98 percent of vehicles discharged. 73 percent of the total cargo discharged. Unloading operation were secured for the night with all boats alongside loaded with general cargo awaiting daylight before attempting the eight (8) mile trip to the Kure Naval Base to discharge their cargo. 1200 (I) Cargo Report: 99 percent vehicles discharged, 18 percent general cargo discharged, 77 percent of the total cargo discharged. 1600 (I) Report: 100 percent of vehicles off, 30 percent of general cargo discharged, 81 percent of total cargo discharged. 2000 (I) Report: 52 percent bulk cargo discharged, 90 percent of total cargo off. From 2200 (I), 23 October until 0600 (I), 24 October no cargo was discharged due to all boats being held at the Kure Naval Base, loaded with cargo as a result of a power failure on the dock cranes. 1600 (I), 24 October, Report: 98 percent of bulk cargo off. 99 percent of total tonnage discharged. 1900 (I) All Army troops disembarked enroute Kure. 100 percent unloaded. 25 October 0630 (I) - Shifted to berth #34 outer anchorage, waiting orders from CinPac.

Part III

(a-b) This vessel embarked seven (7) officers and seventy seven (77) men of the Headquarters Company, 10th Corps, 6th Army at Aringay, Lingayen Gulf, Luzon, P. I. on 12 October 1945 and disembarked them 24 October 1945 at Kure, Honshu, Japan.

(c) Loaded 1100 tons of cargo at Aringay, Lingayen Gulf, Luzon, P. I. during the period 12 - 17 October, and discharged same at Hiro and Kure, Honshu, Japan, between 22 - 24 October.

(d) Cargo consisted of 181 vehicles and the balance general cargo totaling 1100 tons.

(1) All cargo loaded by ship's LCM's plus seven (7) LCT loads. Delays in loading due to LCM's broaching on beach at Aringay and inability to raise or lower faulty ramps of boats picked up at Subic Bay Boat Pool; requiring the use of a salvage boat and a bulldozer constantly.

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(2) Discharging vehicles proved to be an easy operation with the use of the concrete seaplane ramp at Hiro, whereas discharging the general cargo presented it's problems, namely; (a) an eight (8) mile trip to the Kure Naval Base, (b) a delay of at least two (2) hours in unloading each boat, (c) unavaiable lighterage from the beach to aid in handling. It is estimated that our LCM's, LCVP's and the use of four (4) additional LCM's from ships of our task unit made three trips each totaling four hours on the round trip, a total of eighty one (81) round trips.

(3) Total discharging time was fifty three (53) hours and thirty (30) minutes. Vehicles discharged in eleven (11) hours, thirty (30) minutes; bulk cargo in forty two (42) hours. Five (5) hours lost the morning of 23 October 1945 waiting for daylight to run boats to Kure. Eight (8) hours lost between 2200, 23 October and 0600, 24 October due to crane breakdowns on the dock. Therefore, actual time spent discharging general cargo was twenty nine (29) hours.

M. L. WHITFORD  
Commander, USNR  
Commanding

11 0483



U.S.S. LENOIR (AKA-74)

AKA-74/A16-3  
Serial 040

REG. NO 14 ✓  
R. S. NO 10 01699  
REG. SHEET NO 157  
Care of Fleet Post Office  
San Francisco, California  
5 October 1945.

CONFIDENTIAL

From: The Commanding Officer.  
To: The Commander-in-Chief, United States Fleet.  
Via: (1) Commander Task Unit 54.25.12, Capt. Sabalot, USN,  
ComTransDiv 45, U.S.S. LOGAN (APA-196)  
(2) The Commander Task Unit 54.25.1 (Commodore J. G. Moyer, USN  
Commander Transport Squadron #18, U.S.S. BURLEIGH (APA-95)  
Flagship),  
(3) Commander Task Group 54.25 (ComPhibs Group #8)  
(4) Commander Task Force 54 (ComPhibsPac)  
(5) Commander In Chief U.S. Pacific Fleet.

Subject: Action Report, Wakayama, Honshu, Japan, 27 Sept. - 1 Oct. 1945,  
letter of transmittal of.

Reference: (a) PacFlt Conf. ltr. 1-CL45 of 1 Jan. 1945.

Enclosure: (A) Action Report, Wakayama, Honshu, Japan; 27 Sept. - 1 Oct. 1945 P. 2

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

M. L. WHITFORD

cc: Advance  
Cominch (1)  
Cincpac (3)  
AdComPhibsPac (1)  
Regular Distribution  
CTF 54 (1)  
CTG 54.25 (1)  
CTU 54.25.1 (1)  
CTU 54.25.12 (1)

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ENCLOSURE (A)

ACTION REPORT, WAKAYAMA, HONSHU, JAPAN, 27 Sept. to 1 Oct. 1945

On the morning of 27 Sept. 1945 0701 (-9 zone time) this vessel, proceeding independently from Transport Squadron #18 and Transport Division #45, anchored in berth #19 inner transport area (Able) Wakayama, Honshu, Japan preparatory to discharging cargo. The weather conditions were favorable; wind from 080°(T) shifting to 025°(T) force 2-3, visibility poor due to steady rain, sea like a mirror and tide flooding. 0749 - One hundred and one enlisted army personnel of the 98 Infantry Division (74 vehicle drivers and 27 stevedores reported on board from the U.S.S. LOGAN (APA-196) to aid in discharging our cargo. 0928 - First piece of cargo discharged. 1140 - An LCT came alongside to remove the Baily Bridge structure from the No.5 and No.6 holds. Our LCVP's and LCM's were able to make one trip a piece and on the second trip were held up at the beach due to ebb tide. However discharging continued at the ship with the aid of 3 LSM's along side at 1700 - 1730. The completion of the first days operations at 2400, 93 percent of the vehicles were discharged along with 21 percent of the general cargo totaling 718 tons.

The weather conditions for the 28th day Sept. remained the same; wind from 020°(T) to 340°(T) force 2-3 knots visibility very good, no swell. Discharging continued according to plan and by 0600 - all vehicles were discharged. 0800 - Six of our LCM's were transferred complete, to the ESNB Boat Pool in the Kino Kawa River, Wakayama, and one LCM for temporary duty each day with the U.S.S. BURLEIGH (APA-95) Squadron Flagship; a factor which was to materially effect the future discharging of our cargo when we were unable to get boats from the beach. From 1000 - until 2400 no cargo left the ship due to the inability of the beach facilities to handle general cargo from small boats.

Our 2400 - cargo report, reported that 47 percent of our cargo was discharged totaling 1298 tons.

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On the morning of 29 Sept, the weather remained favorable; winds 015°(T) shifting to 350°(T), force - 2, visibility very good, sea smooth.

Again our boats spent the entire night either on the beach or laying off unable to discharge cargo due to ebb tide. Many of the boats required minor repairs to rudders, screws and side plates resulting from their attempts to get off the beach and return to the ship. 0055 - One pontoon barge alongside; two LCT's during the morning; one LCT in the evening. Thus by 2400 - 89 percent of the cargo had been discharged totaling 1898 tons.

By 30 Sept. long low swells began rolling the ship to the extent to make cargo handling a difficult problem, Wind from 050°(T) to 070°(T) force - 2 visibility good.

Discharging was carried on with the use of three LCT's during the early morning and as usual our boats were held on the beach due to ebb tide. 0930 - LST #118 came alongside to remove U.S. Navy C.B. gear. The LST had attached to its starboard side aft one pontoon barge for assembly. This operation was carried out with damage to the port hull plating of this vessel between frames 40 - 78 and between the main deck and the water line, due to the two ships rolling together as a result of the heavy ground swells from the harbor entrance. By 1430 the LST was underway and this vessel was 100 percent unloaded with the exception of the troops and dunnage. 1500 - All troops disembarked enroute Wakayama beaches, and by 1620 all dunnage removed.

The beachmaster informed us that four of our LCVP's loaded with general cargo were unable to make the beach due to the 10 to 15 feet swells, and that one LCVP had managed to get ashore, broached with its cargo and the boat was a total loss.

The loaded LCVP's remained along side this ship during the night and the morning brought no change in the sea conditions therefore all cargo was removed to an LCT.

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One LCM on the beach was salvaged and found to have lost both rudders. However due to the sea conditions it made the loading of this boat impossible, and no wish on the part of this vessel to cause any further delay to Task Unit 54.18.23; this boat was taken in tow by Army Tug #201 and returned to the Wakayama Boat Pool.

At this point our command shifted from Task Group 54.26 to Task Unit 54.18.23 and as a unit we got underway at 1300, 1 Oct. steaming enroute Manila, Luzon, P.I.

M. L. WHITFORD  
Commander, USNR  
Commanding