

None
None

Contributed by Frank Gerhardt

U.S.S. CHARLEVOIX (AK-168)

WAR DIARY
FOR THE MONTH OF
FEBRUARY, 1945

117743

1

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

CONFIDENTIAL

- 1 February 1945 (Zone plus 5):
1600 Moored port side to Pier 43, Galveston, Texas. Commander C. BELL, USN (Ret), Commanding Officer US Naval Frontier Base, Galveston, Texas, placed the ship in commission pursuant to orders from CNO and as the representative of the Commandant, 8th Naval District. Lieutenant G.F. VIETOR, USNR, assumed command pursuant BuPers despatch orders 291440 April 1944. 1615 Set the watch. 1835 Underway to change berths to Gulf Oil Docks, Pier 5, for purposes of fueling.
- 2 February 1945 (Zone plus 5):
0916 Underway; spent day calibrating compasses and RDF. 1812 Moored to Pier 29, Galveston, Texas.
- 3 February 1945 (Zone plus 5):
Uneventful.
- 4 February 1945 (Zone plus 5):
0926 Underway to undergo structural firing tests on all guns. 1230 Completed firing tests satisfactorily, having expended 2 rounds of 3"/50 cal. AP, 2 rounds of 3"/60 cal AA and 360 rounds of 20mm ammunition. 1544 Anchored in Berth 4, Galveston Harbor.
- 5 February 1945 (Zone plus 5):
1111 Underway for training purposes. 1552 Moored at Pier 20, Galveston, Texas. Reported to Commander Gulf Shakedown Unit, Auxiliary Vessels Shakedown Group, US Atlantic Fleet for duty and shakedown.
- 6 February 1945 (Zone plus 5):
to
- 14 February 1945 (Zone plus 5):
Conducted shakedown training and underwent 5-day Yard availability period by the Industrial Manager, Eighth Naval District.
- 15 February 1945 (Zone plus 5):
Reported by dispatch to Director Naval Transportation Service for duty.

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16 February 1945 (Zone plus 5):
Moored Pier 29, Galveston, Texas.

17 February 1945 (Zone plus 5):
1616 Underway for Gulfport, Mississippi to load general cargo in compliance with Port Director Galveston's orders of 15 February 1945, serial W 04434. 1720 Made departure from Galveston Sea Buoy on course 069 true. 2303 changed course to 089 true. Ship making 11.5 knots, 175 RPM.

18 February 1945 (Zone plus 5):
0025 Changed course to 117 true. Passed Sabine Pass Approach Buoy #6 close aboard. 0225 Changed course to 110 true. 1320 changed course to 081 true, soon passing Ship Shoal Whistle Buoy #2 to port. 2032 On sighting South West Pass Light, changed course to 125. 2205 changed course to 049 true.
Positions: 0800 28-57.9N 91-56.6W
1200 28-43.9N 91-12.1W
2000 28-48.4N 89-41.8W.

19 February 1945 (Zone plus 5):
0736 Sighted Chandeleur Island Light and changed course to 330 true. 0915 Passed close aboard to Ship Island Sea Buoy. 0945 Received pilot and stood in to Gulfport Harbor. 1131 Moored starboard side to NSD Annex Pier, Gulfport, Mississippi, for purposes of loading general cargo.

20 February to 23 February 1945 (Zone plus 5):
Moored for purposes of receiving ship's first cargo. Received approximately 2350 tons of cargo.

24 February 1945 (Zone plus 5):
0816 Underway in compliance with Port Director New Orleans' Operation Order 2-45(P.D.) serial 0298 of 22 February 1945 bound for the Canal Zone. When cleared channel, swung ship to compensate compasses. 1220 Ship Island Sea Buoy abeam to port. 1230 changed course to 090 true. 1249 Passed Chandeleur Light abeam to starboard. 1630 changed course to 160 true. Ship running with dimmed navigational lights as ordered. War Cruising condition set. 170 RPMs being used as standard speed or approximately 11 knots.

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25 February 1945 (Zone plus 5):
Day uneventful.

Positions: 0800 27-24.1N 87-18.2W
1200 26-46.8N 87-03.0W
2000 25-28.0N 86-20.5W.

26 February 1945 (Zone plus 5):
1901 Changed course to 164 true. 2100 Changed course to 143 true. 2217 Sighted Cape San Antonio Light, Cuba, abeam to port distance approximately 20 miles.

Positions: 0800 23-26.3N 85-44.1W
1200 22-58.9N 85-32.0W
2000 22-10.0N 85-15.0W.

27 February 1945 (Zone plus 5):
1600 Held pyrotechnic instruction and practise, firing 15 Very pistol cartridges, 3 Chameleon signals and one hand flare. No duds observed.

Positions: 0800 20-30.3N 84-17.6W
1200 20-00.4N 83-53.9W
2000 18-58.8N 83-05.8W.

28 February 1945 (Zone plus 5):
Maneuvered on various courses to clear shoals.

Positions: 0800 17-26.8N 81-55.6W
1200 16-56.7N 81-30.6W
2000 16-09.6N 81-02.3W.

G.F. Victor
G.F. VIETOR LIEUT. USNR
Commanding

158

Reg. No.	11422
R. S. No.	

U.S.S. CHARLEVOIX (AK-168)

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1 March 1945 (Zone plus 5):

Steaming singly on course 166 true, speed 10 knots, 170 RPM, enroute from Gulfport, Mississippi, to the Canal Zone in accordance with The Commander Eighth Naval District (Port Director) confidential Operational Order number 0298 of 22 February 1945. No zigzagging. 0200 changed course to 155 true. Held General Quarters during the hour preceding sunrise and after sunset. At 0819 changed course to 255 true, and at 1000 changed course to 172 true. At 1025 increased RPMs to 175. At 1800 changed course to 168 true.

Positions: 0800 14-34N 80-31.1W
1200 14-02N 80-38.3W
2000 12-34N 80-36.4W.

2 March 1945 (Zone plus 5):

Continued on same course until 1027 at which time changed course to 148 true. At 1426 Entrance Buoy No 1 to Cristobal, Panama, passed abeam, ship on course 180 true. Entered Limon Bay, picked up pilot, and at 1554 moored starboard side to Pier 3, Cristobal, Panama. Topped off with fuel water and supplies. Obtained services of refrigeration repairman in order to check refrigeration machinery for No. 4 refrigerated cargo hold. Ship's Force had had difficulty in maintaining temperature at 15 degrees F. or below. Performed minor adjustments thereby making it possible to keep temperature at desired point without difficulty. A few other minor repairs were taken care of.

Positions: 0800 10-38.1N 80-21.1W
1200 Standing in Cristobal Channel.
2000 Moored.

3 March 1945 (Zone plus 5):

Reported by confidential dispatch arrival Canal Zone and for duty to Commander Seventh Fleet. Continued topping off with supplies. Shifted berth to Pier 15, Mount Hope, Cristobal for better facilities in installing "I.F.F." equipment.

4 March 1945 (Zone plus 5):

Moored starboard side to Pier 15, Mount Hope, Cristobal, Canal Zone. At 1035 underway to Manus Island, Admiralty Group, in accordance with The Commander Panama Sea Frontier (Port Director) confidential dispatch 032058 of 3 March 1945. Pilot aboard for transit of Canal. Six passengers aboard with special permission for passage to Pedro Miguel Locks. At 1252 entered Gatun Locks. 1400 entered Gatun Lake. 1653 entered Pedro Miguel Locks. Passengers disembarked. 1805 entered Miraflores Locks. At 1942 the pilot disembarked. At 2007 ship cleared Balboa Sea Buoy #1 and set course 180 true, speed 10 knots. Full bright navigation lights used for 2 hours.

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(4 March 1945 continued) Positions: 0800 Moored
1200 Entered Gatun Locks
2000 Standing out Balboa Channel.

5 March 1945 (Zone plus 5):

Steaming singly on course 180 true, speed 10 knots, 170 RPM, War Cruising condition being maintained. Dimmed running lights lighted. No zigzagging. 0413 changed course to 214 true. Held General Quarters during hours of twilight. 0836 changed course to 277 true and at 1958 changed course to 239 true.

Positions: 0800 6-53.6N 80-13.0W
1200 6-56.2N 80-54.7W
2000 6-57.1N 82-13.2W.

6 March 1945 (Zone plus 5):

Continued on same course until 0930 when changed course to 248 true. At 1315, a $\frac{1}{4}$ " fuel line disconnected due to vibration, necessitating stopping the main engine for repairs. General Quarters set during this period. 1326 underway once again, repairs completed. At 1332 changed course to 270 true.

Positions: 0800 5-43.4N 84-09.2W
1200 5-16.5N 84-52.8W
2000 5-12.7N 86-22.0W.

7 March 1945 (Zone plus 5):

At approximately 0030 passed Cocos Island abeam to starboard, estimated distance 20 miles. A slight change of course was made to insure passing well clear of the island which was not seen at any time.

Positions: 0800 5-14.0N 88-29.0W
1200 5-13.0N 89-11.2W
2000 5-13.5N 90-36.1W.

8 March 1945 (Zone plus 5):

Steaming as before. At 1830 retarded ship's clocks one hour to Zone plus 6 time.

Positions: 0800 5-23.7N 92-59.2W
1200 5-24.0N 93-42.3W
2000 5-22.0N 95-11.0W.

9 March 1945 (Zone plus 6):

At 1147, changed course to 269 true to conform with Great Circle routing. 1437 conducted AA target practice - expended 228 rounds of 20mm ammunition. Target used was kite flown from ship.

Positions: 0800 5-20.2N 97-20.2W
1200 5-20.3N 98-02.5W
2000 5-18.9N 99-32.1W.

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10 March 1945 (Zone plus 6):

Day uneventful. Positions: 0800 5-13.1N 101-46.9W
1200 5-12.4N 102-28.9W
2000 5-14.8N 104-03.0W.

11 March 1945 (Zone plus 6):

1400 Ship's clocks retarded one hour to Zone plus 7 time.
Positions: 0800 5-10.1N 106-16.1W
1200 5-08.9N 107-00.7W
2000 5-05.8N 108-41.0W.

12 March 1945 (Zone plus 7):

Day uneventful. Positions: 0800 5-08.1N 111-03.1W
1200 5-07.6N 111-47.6W
2000 5-19.0N 113-21.9W.

13 March 1945 (Zone plus 7):

At 0900 changed course to 265 true. Remainder of day uneventful.
Positions: 0800 5-17.9N 115-31.6W
1200 5-09.2N 116-14.9W
2000 5-13.0N 117-41.5W.

14 March 1945 (Zone plus 7):

At 0605 ship sighted bearing 280 true. 0613 sounded General Quarters and commenced zigzagging to Plan 5. Vessel sighted steaming in similar direction as this ship. 0645 discontinued zigzagging due to proximity of vessel which we were overtaking rapidly. 0655 challenged vessel and correct reply received. Identified as United States Steamship Sinclair Opaline. Overtook and passed vessel to starboard. 1534 changed course to 267 true. At 1900 ship's clocks retarded one hour to Zone plus 8 time.

Positions: 0800 4-58.7N 120-06.0W
1200 4-54.1N 120-51.1W
2000 4-45.2N 122-30.0W.

15 March 1945 (Zone plus 8):

Day uneventful. Positions: 0800 4-42.3N 124-50.4W
1200 4-40.0N 125-34.0W
2000 4-43.0N 127-10.6W.

16 March 1945 (Zone plus 8):

1400 changed course to 270 true.
Positions: 0800 4-45.0N 128-58.0W
1200 4-41.5N 129-38.2W
2000 4-36.3N 131-20.0W.

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17 March 1945 (Zone plus 8):

At 1000 changed course to 260 true. At 1110 held instructional firing in use of small arms. Fired approximately 300 rounds of 22 cal. ammunition.

Positions: 0800 4-22.0N 133-31.3W
1200 4-16.7N 134-06.2W
2000 4-03.0N 135-23.4W.

18 March 1945 (Zone plus 8):

1900 Retarded ship's clocks one hour to Zone plus 9 time.

Positions: 0800 3-25.0N 138-05.6W
1200 3-16.5N 135-49.0W
2000 3-12.5N 140-16.0W.

19 March 1945 (Zone plus 9):

Day uneventful.

Positions: 0800 3-12.4N 142-28.8W
1200 3-12.5N 143-13.5W
2000 3-12.5N 144-55.0W.

20 March 1945 (Zone plus 9):

0830 Held 20mm AA target practice - 285 rounds expended. 1423 changed course to 269 true.

Positions: 0800 3-12.5N 147-06.0W
1200 3-13.0N 148-08.3W
2000 3-01.0N 149-50.3W.

21 March 1945 (Zone plus 9):

At 1900, retarded ship's clocks one hour to Zone plus 10 time. 2030 changed course to 260 true.

Positions: 0800 3-01.0N 152-05.5W
1200 3-02.0N 153-07.0W
2000 3-09.5N 154-28.6W.

22 March 1945 (Zone plus 10):

1423 Changed course to 269 true.

Positions: 0800 2-49.3N 156-37.5W
1200 2-41.3N 157-33.8W
2000 2-41.2N 159-03.2W.

23 March 1945 (Zone plus 10):

Day uneventful.

Positions: 0800 2-38.3N 161-21.7W
1200 2-38.0N 162-11.2W
2000 2-41.5N 163-48.0W.

24 March 1945 (Zone plus 10):

At 2000, retarded ship's clocks one hour to Zone plus 11 time. At 2125, sighted vessel bearing 258 true, 349 relative. Sounded General Quarters immediately. Five minutes later changed course to 314 true as vessel sighted seemed to be steaming on opposite course to our base course of

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(24 March continued)

269 true. At 2140, bearings on vessel remained constant and ship seemed to be drawing closer, therefore changed course to 020 true. 2149 received correct reply to challenge which was first transmitted at 2135. Ship's name not located in publications, however was an American ship and appeared to be a Liberty type. At 2148, when danger of collision passed, commenced turning back to base course. 2150 Secured from General Quarters. 2158 resumed base course of 269 true. Vessel disappeared from view bearing 090 true shortly afterwards. Positions: 0800 2-31.7 N 165-58.3 W

25 March 1945 (Zone plus 11):

1200 2-30.3 N 166-46.0 W
2000 2-32.5 N 168-38.3 W.

Day uneventful.

Positions: 0800 2-30.3 N 170-55.0 W
1200 2-29.4 N 171-47.2 W
2000 2-30.0 N 173-23.0 W.

26 March 1945 (Zone plus 11):

Day uneventful.

Positions: 0800 2-28.5 N 175-41.0 W
1200 2-26.5 N 176-31.2 W
2000 2-32.0 N 178-00.2 W.

27 March 1945 (Zone plus 11):

At one hour prior sunrise, commenced zigzagging 24 hours a day. At 0827, sighted object dead ahead. Five minutes later sounded General Quarters and ceased zigzagging in order to avoid object which appeared to be a metal pontoon barge similar to type carried on decks of LSMs. Passed pontoon to port distance one thousand yards on course 269 true. Position of pontoon was 2-20 North 179-43 East; wind direction 090 true, 11 knots, sea slight. 0900 Resumed zigzagging and regular War Cruising condition. At 1900, retarded ship's clocks to Zone plus 12 time. At 2400 advanced ship's time twenty-four hours due to crossing of International Date Line.

Positions: 0800 2-20.0 N 179-48.6 WE
1200 2-18.5 N 179-10.9 WE
2000 2-21.4 N 177-38.0 E.

28 March 1945 skipped due to crossing of Date Line.

29 March 1945 (Zone minus 12):

At 1632, sighted surface craft bearing 160 true distance ten miles. Appeared to be a tanker proceeding in opposite direction. Vessel soon disappeared from view. 1815 Sighted Maraki Island, Gilbert Group, bearing 210 true distance 15 miles. 2045 changed course to 262 true.

Positions: 0800 2-16.3 N 175-21.2 E
1200 2-19.0 N 174-38.5 E
2000 2-19.8 N 173-04.9 E.

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30 March 1945 (Zone minus 12):

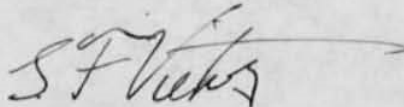
Day uneventful.

Positions: 0800 2-02.1 N 170-56.7 E
1200 1-59.5 N 170-23.0 E
2000 1-47.0 N 168-58.9 E.

31 March 1945 (Zone minus 12):

1500 Retarded ship's clocks one hour to Zone minus 11 time. Remainder
of day uneventful.

Positions: 0800 1-36.2 N 166-44.5 E
1200 1-29.0 N 166-02.0 E
2000 1-08.9 N 164-32.4 E.



G.F.VIETOR, Lieut. USNR
Commanding

U.S.S. CHARLEVOIX (AK-168)

WAR DIARY
FOR THE MONTH OF
APRIL, 1945

119520

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149

Reg. No.	2634
R. S. No.	

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

CONFIDENTIAL

1 April 1945 (Zone minus 11):

Steaming singly on course 263 degrees true enroute Balboa, Canal Zone to Manus Island, Admiralty Group at standard speed of eleven knots, 175 RPMs. Ship zigzagging to Plan 8. War Cruising Condition being maintained except one hour prior sunrise and one hour after sunset, at which time General Quarters is held. 0800 Changed to zigzag Plan 20.

Positions: 0800 0-52.2~~N~~ 162-34.1E
1200 0-47.8~~N~~ 161-54.5E
2000 0-40.4N 160-53.9E.

2 April 1945 (Zone minus 11):

1149 Sighted several aircraft at a distance and immediately sounded General Quarters. Secured from General Quarters 11 minutes later when planes disappeared. 2100 Changed course to 270 degrees true.

Positions: 0800 0-21.3N 158-53.0E
1200 0-16.5N 158-13.8E
2000 0-06.3N 156-58.9E.

3 April 1945 (Zone minus 11):

0700 Changed ~~XXXX~~ to zigzag Plan 8. 0903 Changed course to 261 degrees true. 1344 Held 20mm target practise, expended 360 rounds, no casualties. Two hits on target (kite flown about 700 yards distant) observed. 1500 Ship sighted bearing 302 degrees true, distant 10 miles. Identified itself as "LT 227", but did not answer with correct ~~challenge~~ reply to the challenge. 2000 Changed zigzag to Plan 2.

Positions: 0800 0-03.3S 154-58.3E
1200 0-08.0S 154-17.8E
2000 0-00.0~~E~~ 153-10.5E.

4 April 1945 (Zone minus 11):

0900 Changed course to 252 degrees true. 1000 Ceased zigzagging. 1640 Sighted Mussau Island bearing 232 degrees true, distant forty miles. 1900 Ship's clocks retarded one hour to Zone minus 10 time. 1931 Changed course to 285 degrees true.

Positions: 0800 0-12.0S 151-22.9E
1200 0-24.5S 150-49.0E
2000 0-51.0S 149-27.3E.

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- 5 April 1945 (Zone minus 10):
1400 Sighted Manus Island bearing 185 degrees true, distance five miles. Heavy rainfall made it necessary to delay entry into Seeadler Harbor. While awaiting for rain to let up, sounded fog whistle to insure safe navigation. 1545 weather had cleared sufficiently to permit entry. 1640 Passed through net and embarked harbor pilot. 1729 Anchored in Berth 208, Seeadler Harbor, Manus Island, Admiralty Group. Reported arrival and for duty to Commander Service Force Seventh Fleet by despatch.
- 6 and 7 April 1945 (Zone minus 10):
Uneventful.
- 8 April 1945 (Zone minus 10):
0750 Underway to shift to calmer berth for purpose of wrapping the propellor shaft prior repacking of the stern tube, which had developed a substantial leak necessitating nearly constant pumping. This leak had first been noticed about two weeks prior arrival at Manus Island. 0904 Anchored in Berth 411.
- 9 April 1945 (Zone minus 10):
Uneventful - repairs on stern tube in progress.
- 10 April 1945 (Zone minus 10):
0739 Underway with compass adjusters aboard to swing ship and run over measured mile prior departure from Seeadler Harbor. 1445 While on course heading for measured mile, a heavy rain squall with a wind of 30 knots struck thereby preventing speed run. 1451 Anchored in Berth 376 temporarily awaiting let-up of storm. Pilot disembarked. 1627 Underway in compliance with Port Director Manus' Movement Order No. 864-45 of 9 April 1945, for Hollandia, New Guinea. 1638 Passed through net then shortly steadied on course 309 degrees true. 1815 Changed course to 334 degrees true. 1943 Changed course to 270 degrees true. 2315 Sounded General Quarters on sighting vessel bearing 265 degrees true. Ship sighted shortly identified itself as friendly after being challenged. Secured from General Quarters shortly afterwards. Two more ships sighted soon after with running lights lit. Turned on running lights dim to reduce risk of collision.

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(10 April continued)

Positions: 0800 Seeadler Harbor
1200 Seeadler Harbor
2000 2-40.0S 146-57.0E.

11 April 1945 (Zone minus 10):

Passed six more ships with running lights lit during the night. 0808 Changed course to 260 degrees true. At dusk, turned on dimmed running lights.

Positions: 0800 2-01.4S 145-01.0E
1200 2-04.3S 144-54.7E
2000 2-15.5S 143-51.3E.

12 April 1945 (Zone minus 10):

0500 Changed course to 219 degrees true for twelve minutes to clear an approaching vessel steaming in the opposite direction. Weather squally and visibility poor. 0528 Changed course to 240 degrees true for eleven minutes to clear another approaching vessel. 0635 Sighted the coast of New Guinea, and changed course to 280 degrees true. 1819 Changed course to 250 degrees true to enter Humbolt Bay, Hollandia, New Guinea. After obtaining permission from the HECF to enter harbor and anchor in spite of darkness which had set in, stood into harbor and at 2037 anchored in Berth N37.

Positions: 0800 2-25.9S 142-15.8E
1200 2-25.0S 141-49.6E
2000 Anchored.

13 April 1945 (Zone minus 10):

0703 Shifted to an anchorage closer to Hollandia. At 0900 retarded ship's clocks one hour to Zone minus 9 time. 0950 Lowered ensign and jack to half-mast in reverence to President Franklin Delano Roosevelt, the official announcement of whose death had just been received.

14 April 1945 (Zone minus 9):

0830 Received one LCVP as deck cargo for further delivery to Subic Bay, P.I. 0910 Refused to take aboard twelve passengers for Subic Bay as originally agreed upon due to their late arrival. The ship was scheduled to get underway at 0900 in order to form up in the convoy, and it had been requested that passengers be aboard not later than 0800. Passengers actually appeared at 0910. 0920 Ship underway for Subic Bay, P.I., pursuant Port Director Manus Island Movement Order

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(14 April continued)

No. 864-45 of 9 April 1945. Formed up in ship position #22 in Convoy G.I.21. Convoy Commodore in USS General O.H. Ernst; Vice Commodore in USS General J. Pope; Escort Commander in USS Major, DE 796. Stood out of Humbolt Bay on course 006 degrees true. Speed of convoy while forming up six knots. 1327 Convoy speed increased to nine knots. 1724 Changed convoy course to 344 degrees true.

Positions: 0800 Humbolt Bay
1200 2-10.6S 140-53.OE
2000 1-08.2S 140-44.8E.

15 April 1945 (Zone minus 9):

0857 Changed course of convoy to 315 degrees true. 1631 Convoy speed reduced to 8.5 knots, ship averaging 151 RPMs.

Positions: 0800 0-18.0N 139-40.OE
1200 0-35.0N 139-41.OE
2000 1-22.5N 139-02.5E.

16 April 1945 (Zone minus 9):

0705 Changed convoy course to 285 degrees true. 1104 Received signal from ship 21, USS Alcona AK 157, reporting a floating mine ahead. Immediately maneuvered to starboard and altered speed as necessary to keep clear of mine. Message relayed to ship astern which also maneuvered to avoid mine. 1108 Resumed base course and station. Escort opened fire on object and sank it. The reported mine was sighted at a distance of approximately 200 yards through 7X50 binoculars by the Executive Officer who reported that it appeared to be a sphere about 3 or 4 feet in diameter, covered with rust and no paint visible. It floated with about two-thirds of its mass above water and with the same surface up at all times. The under side, partly exposed by rolling, was black or dark green. A protuberance some 9 inches long and three inches thick appeared about one-third of the way from the top to the water line. No horns were observed. This command believes that the object was probably a large float from a harbor net.

Positions: 0800 2-30.8N 137-48.OE
1200 2-40.0N 137-13.2E
2000 3-10.8N 136-49.3E.

17 April 1945 (Zone minus 9):

0802 Convoy speed increased to 8.7 knots. 0831 Course of convoy changed to 335 degrees true. 1150 Received signal from

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CONFIDENTIAL

(17 April continued)

USS Alcona AK 157, ship position 21, reporting a second floating mine ahead. 1152 sounded General Quarters, and maneuvered to starboard to course 350 degrees true to avoid mine. 1208 resumed base course and station, and secured from General Quarters. The object sighted had the same appearance as that sighted yesterday. The only additional observation was that the portion described yesterday as a "protuberance" appeared today to be a pad-eye with a U-shackle attached. 1742 Changed course to 350 true.

Positions: 0800 4-24.ON 135-37.OE
1200 4-39.8N 135-43.5E
2000 5-46.ON 135-23.3E.

18 April 1945 (Zone minus 9):

0605 Sighted Paulau Islands bearing 280 true, distance 30 miles. 0944 Convoy speed increased to 9 knots. 0950 sighted several ships bearing 345 true, distance 10 miles. 1152 Convoy speed reduced to 6 knots to allow eight additional ships to join the convoy, forming two new columns on the starboard side. 1815 Changed course of convoy to 310 true.

Positions: 0800 7-36.8N 135-03.OE
1200 8-11.5N 134-58.OE
2000 9-05.1N 134-29.1E.

19 April 1945 (Zone minus 9):

0721 Sighted object resembling floating mine which passed abeam to starboard, distance 100 yards. Immediately made proper signals and notified ships astern to steer clear of object. Convoy Commodore and escort Commander conferred by TBY radio, decided object not a mine but a small buoy. No further action was taken. 1250 Changed convoy course to 275 true.

Positions: 0800 9-48.ON 132-42.7E
1200 9-54.1N 132-06.1E
2000 10-04.ON 130-42.OE.

20 April 1945 (Zone minus 9):

0747 Convoy speed reduced to 8 knots. 1050 Escort vessel signalled sound contact and fired one depth charge pattern. Sounded General Quarters. 1055 Convoy executed 45 degree emergency turn to starboard. 1101 on identifying contact as a black fish, convoy executed 45 degree turn to port, returning to base course of 275 degrees true. 1107 Secured from General Quarters. 1719 Convoy speed reduced to 5.1 knots.

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CONFIDENTIAL

(20 April 1945 continued)

Positions: 0800 10-14.8N 128-54.1E
1200 10-15.ON 128-16.0E
2000 10-21.4N 127-02.5E.

21 April 1945 (Zone minus 9):

0555 Sighted Mindanao Island, Philippine Islands, dead ahead, distance approximately 30 miles. Changed course and speed on several occasions to stand in Surigao Straits. 1223 Columns 1, 2 and 3 of convoy separated from main body and proceeded in a southwest direction to join Convoy YLN 121. Main body of former convoy proceeded on course for Leyte Island. At 1400, escort vessel came alongside in order to deliver new convoy instructions. 1512 Joined convoy YLN 121, Commodore in SS Anchorage Victory, Escort Commander in USS DE 575, own ship position No.102. Convoy speed 9 knots. Proceeded through Surigao Straits.

Positions: 0800 10-26.9N 125-54.1E
1200 10-41.ON 125-33.5E
2000 9-45.ON 124-45.0E.

22 April 1945 (Zone minus 9):

During daylight hours, changed convoy course as often as necessary to comply with passage through Philippine Islands.

Positions: 0800 8-59.ON 123-24.6E
1200 9-02.ON 122-48.5E
2000 9-50.ON 122-10.0E.

23 April 1945 (Zone minus 9):

Day uneventful except for numerous course changes to comply with routing instructions. Convoy speed 8 knots.

Positions: 0800 11-13.8N 121-28.6E
1200 11-28.ON 121-13.3E
2000 12-18.ON 120-42.5E.

24 April 1945 (Zone minus 9):

0819 Convoy speed reduced to 6 knots. 1200 Lingayen section of convoy departed from convoy. 1230 Subic Bay section departed. This vessel left convoy at 1243, the delay being due to temporary lack of knowledge and orders to join Subic Bay section. 1312 Joined Subic Bay convoy which was proceeding at 5 knots while all ships fell into proper station. Own position No.31; Commodore and Guide in USS Elkhorn, position No.21; USS Arequipa AF 31 in position No.11; eight ships composed this convoy, escorted by one PCE. Course 031 true.

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

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(24 April continued)

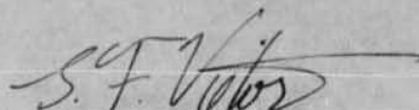
1333 Convoy speed increased to 9 knots, which speed was maintained until just prior signal to act independently for entry into Subic Bay. 1745 Received instructions and berthage from patrol craft, and proceeded into harbor, passing through net gate at 1808. 1913 Anchored in Berth 62, Subic Bay, Philippine Islands for discharge of cargo. 2000 Reported to CTU 72.8.1 on the USS Dobbin AD 3 as directed by dispatch orders. Seeing that cargo was to be discharged not to Forces Afloat but to the shore, this command was advised to report to CNB Subic Bay for discharge of cargo and necessary arrangements thereof.

Positions: 0800 13-43.2N 119-49.0E
1200 14-05.5N 119-48.5E
2000 Anchored Subic Bay.

25 April 1945 through 30 April 1945 (Zone minus 9):

Anchored as before, awaiting discharge of cargo. On 25 April, reported to CNB Subic Bay and was informed that a delay prior discharge of cargo was anticipated due to the incompleting construction of the Naval Supply Depot warehouses where our cargo was to be stored. On 26 April, reported by dispatch to ComSerFor Seventh Fleet for further orders, mentioning that the vessel was awaiting discharge of cargo.

Note: Weather during entire month of April needs no comment as it at no time affected the movements of the vessel or of any other vessel in company in such a way as to interfere with scheduled operations.


G.F. VIETOR
Commanding

8

148
Reg. No. 12310
R. S. No.

U.S.S. CHARLEVOIX (AK-168)

CONFIDENTIAL

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WAR DIARY FOR
THE MONTH OF
MAY, 1945

125255

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

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1 May through 22 May 1945 (Zone minus 9):

Remained at anchor awaiting discharge of cargo until 8 May at which time ship moored to Olongapo Dock for unloading. 18 May, ship moved from dock to anchorage and completed discharge of cargo by lighter on the 20th of May. On 21 May moored to Water Dock for purposes of receiving water. On 22 May, underway from Water Dock to Convoy Anchorage area, awaiting convoy sailing time.

23 May 1945 (Zone minus 9):

0343 Underway for Manus Island in compliance with Port Director's Sailing Orders of 23 May 1945. 0406 Passed through Subic Bay net gate, and steamed on various courses at various speeds to form up in Subic Bay section of Convoy YNL 123. 0600 Proceeded at nine knots on course 278 degrees true with USS CRUX as guide and commodore. 0719 joined with convoy YNL 123, ship position 42, Commodore in SS Xavier Victory, position 21. 1050 Exchanged positions from 42 to new position 31. Convoy course 136 degrees true, speed 9 knots. 1230 Joined Manila section of convoy and proceeded on course 245 degrees true. 1613 Changed convoy course to 185 degrees true. 1924 Reduced convoy speed to 8 knots. 2355, Changed convoy course to 144 degrees true.

0800	14-37.5N	119-57.8E
1200	14-15.8N	120-18.6E
2000	13-25.7N	120-08.5E.

24 May 1945 (Zone minus 9):

0109 Changed convoy course to 154 degrees true. 0440 Changed convoy course to 156 degrees true. 0839 Reduced convoy speed to seven knots. 1718 Changed convoy course to 150 degrees true. 1741 Speed increased to nine knots, and reduced again to 8.5 knots an hour later.

0800	11-52.0N	120-59.7E
1200	11-27.0N	120-12.3E
2000	10-17.7N	121-42.5E.

25 May 1945 (Zone minus 9):

0452 Changed convoy course to 117 degrees true. Made various course changes throughout the day to comply with channel.

0800	08-51.4N	122-44.1E
1200	08-52.2N	123-14.4E
2000	09-09.0N	124-07.6E.

U.S.S. CHARLEVOIX (AK-168)

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26 May 1945 (Zone minus 9):

0305 Convoy reduced speed to six knots. Continued on various courses to maneuver through Surigao Straits. 0617 Increased speed to 8.5 knots. 1055 Changed convoy course to 358 degrees true. 1145 Leyte section of convoy, columns 4, 5 & 6 departed from main body of convoy. 1215 Entire convoy disbanded, and ship changed course to 098 degrees true, proceeding singly at ten knots, 165 RPMs. At 2000 changed course to 119 degrees true.

0800	10-04.7N	125-20.6E
1200	10-36.6N	125-25.2E
2000	10-18.0N	126-48.0E.

27 May 1945 (Zone minus 9):

0000 Advanced ship's clocks one hour to Zone minus 10 time. 0630 Commenced zigzagging to Plan #8. 1630 Due to excessive vibration, reduced standard speed to 160 RPMs. At 2112, changed course to 115 degrees true.

0800	09-21.4N	128-32.3E
1200	09-02.8N	129-06.5E
2000	08-10.0N	130-12.3E.

28 May 1945 (Zone minus 10):

0800, changed course to 108 degrees true. 0904 Due to continued vibration, compelled to reduce standard speed to 158 RPMs. 1056 Held AA target practise. 1116 Completed AA practise, having expended 360 rounds of 20mm ammunition and 15 rounds of 3"/50 cal ammunition. No hits observed; no casualties. 2100 changed course to 117 degrees true. 2220 Sighted aircraft bearing 015 degrees true - exchanged recognition signals and identified as friendly.

0800	07-08.8N	132-07.0E
1200	06-56.0N	132-47.5E
2000	06-21.3N	133-42.3E.

29 May 1945 (Zone minus 10):

0730 changed course to 119 degrees true. 0845 Sighted sailing vessel bearing 154 degrees true, distance 10 miles. Attempted to exchange recognition signals with little success due to poor signalling equipment on board the sailing ship. 1800 Sighted object later identified as a large net buoy adrift. 1815 Sounded General Quarters and changed course to bring object within range of the guns. 1831 Opened fire with two 20mm guns and shortly after with the 3"/50 cal gun, expending 120 rounds of 20mm ammunition and three rounds of 3"/50 cal ammunition.

U.S.S. CHARLEVOIX (AK-168)

c/o FLEET POST OFFICE
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CONFIDENTIAL

(29 May continued)

No direct hits observed. Secured from General Quarters shortly after last round was fired.

0800	05-30.6N	135-33.9E
1200	05-09.2N	136-08.9E
2000	04-23.8N	137-29.6E.

30 May 1945 (Zone minus 10):

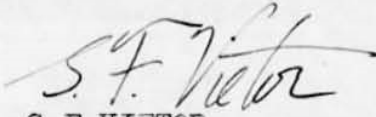
1107 Ceased zigzagging due to heavy squall. Sounded fog whistle until 1113 at which time squall passed. Resumed zigzagging.

0800	03-23.3N	139-30.4E
1200	03-06.3N	140-08.4E
2000	02-23.9N	141-21.3E.

31 May 1945 (Zone minus 10):

0900 Changed course to 124 degrees true. 1500 Sighted waterspout bearing 185 degrees true, distance 5 miles. Maneuvered ship away from spout to course 090 degrees true. 1507 Waterspout disappeared, and ship resumed base course of 124 degrees true. 1810 Low visibility prevented zigzagging - commenced fog whistle for approximately ten minutes duration.

0800	01-23.0N	143-12.1E
1200	01-00.5N	143-38.6E
2000	00-12.0N	144-56.2E.


G.F. VIATOR
Commanding

REG. NO 14065
R. S. NO _____
SHEET NO 57

U.S.S. CHARLEVOIX (AK-168)

WAR DIARY FOR
THE MONTH OF
JUNE, 1945

130112

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

CONFIDENTIAL

1 June 1945 (Zone - 10):

Steaming singly enroute from Subic Bay, Philippine Islands, to Manus Island, Admiralty Group, on course 124 degrees true, standard speed 158 RPM, 9.5 knots. At 0831, changed course to 123 degrees true. At 1015 sighted Manus Island bearing 148 degrees true. Steered various courses in making approach to Manus Island. 1615 Passed through net gate into Seeadler Harbor, and received pilot on board five minutes later. At 1723, anchored in Berth 209, Seeadler Harbor, Manus Island, awaiting for loading of cargo. 2130 Sounded General Quarters due to air raid warning signal from the shore signal tower. Ship darkened within three minutes. At 2200 secured from General Quarters on receipt of the All Clear signal. No raid was apparent.

Positions: 0800 01-13.6S 146-18.3E
1200 01-36.5S 146-52.5E
2000 Anchored.

2 June 1945 (Zone - 10):

0801 Underway from anchorage to dock for purposes of loading cargo. 0829 Moored starboard side to East Nabu Dock. 1115 Commenced receiving cargo on board. 2105 Sounded General Quarters due to air raid signal from shore. Ship darkened and loading of cargo temporarily secured. 2210 Secured from General Quarters on receipt of All Clear signal and resumed loading of cargo. No apparent raid.

3 June 1945 through 5 June 1945 (Zone - 10):

Uneventful except for receiving of cargo aboard.

6 June 1945 (Zone - 10):

Continuing receiving cargo. 0920 One officer and 10 enlisted personnel reported aboard for transportation to Samar, Philippine Islands. 2028 Completed loading of all cargo - cargo consisting mainly of beer, lubricating oil drums and rolling stock totalling approximately 2,618 long tons. In addition, 84 long tons of refrigerated meats, potatoes, eggs and butter were loaded in Number 4 refrigerated hold for Fleet Issue. Entire cargo destined for discharge in Leyte - Samar area.

7 June 1945 (Zone - 10):

At 0620, vessel got underway to swing ship prior departure from Manus Island. 0847 Completed swinging ship and underway for Leyte Gulf, Philippine Islands, in accordance with the Port Director Manus' secret movement order No. 1267-45

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

CONFIDENTIAL

(7 June 1945 continued)
of 6 June 1945. 0906 Passed through net gate. At 0915,
changed course to 312 degrees true, maintaining 175 RPM
as standard speed. 1356 changed course to 305½ degrees true.
1400 Commenced zigzagging to Plan No. 8.

Positions: 0800 In harbor.
1200 01-39.0S 147-00.0E
2000 00-44.5S 145-51.0E.

8 June 1945 (Zone - 10):

At 0400, changed course to 299 degrees true. Rest of day
uneventful.

Positions: 0800 00-16.5N 144-09.2E
1200 00-35.0N 143-34.8E
2000 01-19.0N 142-18.5E.

9 June 1945 (Zone - 10):

At 1920 ceased zigzagging. 2337 Commenced sounding fog
whistle due to low visibility.

Positions: 0800 02-21.3N 140-25.5E
1200 02-42.0N 139-47.8E
2000 03-24.0N 138-40.3E.

10 June 1945 (Zone - 10):

At 0030, ceased sounding fog whistle. 0600 commenced zig-
zagging to Plan 8. 2000 Ceased zigzagging.

Positions: 0800 04-29.3N 136-42.2E
1200 04-41.0N 136-15.8E
2000 05-27.4N 135-04.5E.

11 June 1945 (Zone - 10):

At 0245, sighted loom of light on Pelelieu, Palau Island,
bearing 325 degrees true. 0600 Commenced zigzagging to Plan
8 for one hour. At 0630 challenged aircraft which replied
correctly, identifying itself as friendly. At 0830 changed
course to 294 degrees true. 1732 changed course to 270 degrees
true. At 1915 commenced zigzagging for two hours. At 2115
changed course to 290 degrees true.

Positions: 0800 06-57.4N 133-25.5E
1200 07-15.0N 132-47.0E
2000 07-46.4N 131-21.0E.

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SAN FRANCISCO

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12 June 1945 (Zone - 10):

At 0506, changed course to 298.5 degrees true. Zigzagged during the period of dawn. 1400 Commenced zigzagging to Plan B. At 1700, changed course to 291.5 degrees true. 1900 Retarded ship's clocks one hour to Zone - Nine Time. 2145 changed course to 310 degrees true.

PositionS;	0800	08-32.2N	129-24.5E
	1200	08-54.4N	129-24.5E
	2000	09-41.2N	127-14.6E.

13 June 1945 (Zone - 9):

0300 Sighted Suluan Island Light bearing 315 degrees true distant 25 miles. At 0427 turned on running lights. 0500 ceased zigzagging, and reduced speed to 145 RPM, 8 knots. At 0554 increased speed to 175 RPM once again, and changed course to 271 degrees true. At 0742 changed course to 311 degrees true, and at 1037 changed course to 339 degrees true. 1101 Stopped at entrance to San Pedro Bay where visual orders were received from Commander Naval Operating Base Leyte via the Examination Vessel to proceed to Guiuan, Samar for discharge of cargo. 1124 Underway for Guiuan on course 109 degrees true, making 175 RPM, 11 knots. 1348 stopped engines outside net gate at Guiuan, awaiting entrance instructions and chart. Awaited for these instructions for three hours, until 1631 at which time the Boarding Officer came aboard. Ship proceeded through net gate at 1642 thence direct to Berth A18 where ship anchored at 1711. Awaited orders for discharge of cargo.

Positions:	0800	10-38.ON	125-36.4E
	1200	11-02.ON	125-20.OE
	2000	Anchored.	

14 June 1945 through 21 June 1945 (Zone - 9):

Uneventful. Anchored, awaiting discharge of cargo.

22 June 1945 (Zone - 9):

0800 Commenced fleet issuing from No. 4 refrigerated hold to various naval vessels. 1304 Underway to shift anchorage to Berth Z27, Guiuan, Samar.

23 June 1945 (Zone - 9):

Discharged four 15-ton cranes, part of rolling stock cargo, to lighters alongside.

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

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24 June 1945 (Zone - 9):

0656 Underway to go alongside No. 1 Dock, Calicoan Island, Samar, for purpose of discharging remainder of cargo. 0808 Moored port side to dock. At 1010 stevedoring crew commenced discharging cargo.

25 and 26 June 1945 (Zone - 9):

Uneventful - continued unloading cargo.

27 June 1945 (Zone - 9):

Discharging and loading cargo. Cargo being loaded aboard consigned for Manus Island and Hollandia, New Guinea and consisting of oil drums, fork lift trucks, spare parts and transshipment cargo, totalling 557 long tons.

28 June 1945 (Zone - 9):

1110 With pilot aboard, ship underway to water hole at Balusao, Samar, in accordance with Commander Naval Station Samar's Movement Order of 28 June 1945, serial 110. At 1219 passed through net gate, pilot disembarking five minutes later. 1230 Changed course to 289 degrees true. At 1422 changed course to 334 degrees true. 1435 Reduced speed and entered Lauaan Bay. At 1620 Moored port side to dolphins for purposes of receiving fresh water.

29 June 1945 (Zone - 9):

0640 Underway from water hole in accordance with Commander Naval Station Samar Movement Order of 28 June 1945, serial 110. Proceeding on course 160½ degrees true, standard speed 170 RPM, 10.5 knots. At 0915, changed course to 139½ degrees true, and at 1035 changed course to 115½ degrees true. At 1544 changed course to 103 degrees true. 1900 Commenced zigzagging to Plan No. 8. At 2035 changed course to 118 degrees true.

Positions: 0800 Standing out Lauaan Bay.
1200 10-31.5N 125-50.2E
2000 10-00.1N 127-11.8E.

30 June 1945 (Zone - 9):

1400 Reduced speed to 165 RPM. 1930 Increased speed to 170 RPM.

Positions: 0800 08-51.3N 129-24.5E
1200 08-26.0N 129-56.0E
2000 07-47.0N 131-09.2E

Note: Weather at no time during this month affected the operations of this vessel. Local squalls or storms affected

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO

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movements only so far as necessitating cessation of zig-zagging on several occasions due to low visibility and consequent navigational danger.


G.F. VIATOR
Commanding

REG. NO 22296
R, S NO
REG. SHEET NO 162

U.S.S. CHARLEVOIX (AK-168)

WAR DIARY FOR
THE MONTH OF
JULY, 1945

WARRANT
BOND
MADE IN U.S.A.

1945 JUL 18 14 32
COMMANDER IN CHIEF
U.S. FLEET
GREENWICH

U.S.S. CHARLEVOIX (AK-168)

CONFIDENTIAL

1 July 1945 (Zone minus 10):

Steaming singly enroute Lauaan Bay, Samar Island, Philippine Islands, to Manus Island, Admiralty Group, on course 118 degrees true, standard speed 170 RPMs, 10 knots. 0600 Commenced zigzagging to Plan 8. 1900 Due to poor visibility, sounded fog whistle for 20 minutes. 2000 Ceased zigzagging.

Positions: 0800 06-46.0N 133-05.7E
1200 06-30.0N 133-30.0E
2000 05-56.0N 134-38.7E.

2 July 1945 (Zone - 10):

0600 Commenced zigzagging to Plan 8. 1000 Changed course to 120½ degrees true. 2100 Ceased zigzagging.

Positions: 0800 04-52.8N 137-04.2E
1200 04-24.8N 137-43.0E
2000 03-38.2N 139-00.0E.

3 July 1945 (Zone - 10):

1234 Changed to various courses for gunnery exercises. Expended ten rounds of 3"/50 cal AA ammunition, 480 rounds of 20 mm AA ammunition; one hit on target; no casualties. 1900 Commenced zigzagging to Plan 8.

Positions: 0800 02-34.3N 140-50.0E
1200 02-10.5N 141-30.3E
2000 10-14.5N 143-17.0E.

4 July 1945 (Zone - 10):

0600 Commenced zigzagging to Plan 7. 1000 Changed course to 133.5 degrees true, and reduced standard speed to 150 RPMs.

Positions: 0800 00-12.5N 145-01.0E
1200 00-06.0N 145-25.0E
2000 00-43.3N 146-05.5E.

5 July 1945 (Zone - 10):

0535 Sighted Manus Island bearing 180 degrees true, distance 20 miles. 0800 Ceased zigzagging. 0938 Changed course to 147 degrees true. 1030 Increased speed to 165 RPMs. 1057 Stopped ship for pilot to board. 1117 Passed abeam of net gate. 1137 Anchored in Berth E9, Seadler Harbor, Manus Island.

Positions: 0800 01-44.5S 147-02.0E

6 July 1945 (Zone - 10):

0708 Underway on various courses and speeds to shift to new anchorage #410 Lombrum Point, in order to undergo six-day maintenance period granted by CMB Manus in compliance with ComSerFor SEVENTH Fleet dispatch 010207 July 1945. 0756 Anchored in new anchorage. 0845 Commenced partial disassembly of main engine for inspection and maintenance purposes.

U.S.S. CHARLEVOIX (AK-168)

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7 through 10 July 1945 (Zone - 10):

Continuing maintenance work.

11 July 1945 (Zone - 10):

Six-day Maintenance Period not completed due to necessity of getting underway to discharge cargo at dock and proceed on new assignment. Five days of the six day period were obtained however. 0518 Underway to Mount Hood Ammunition Dock to discharge cargo aboard. 0748 Commenced discharging cargo received at Guiuan, Samar, Philippine Islands.

12 July 1945 (Zone - 10):

0200 Completed discharge of all cargo, Ship's Force assisting to a large extent. 0800 With pilot aboard, underway from dock. Approached net gate on various courses at various speeds. 0834 Hove to in order to permit an incoming ship clear passage through the gate.. 0902 Passed abeam of net gate, and five minutes later pilot disembarked. 0909 Underway for Finschaven, New Guinea, in accordance with Manus Island Movement Order #1465-45 of 10 July 1945, maintaining standard speed of 170 RPMs. 0928 Set course to 117 degrees true, changing course to 127 degrees true 20 minutes later. At 1016 changed course to 180 degrees true. 1020 The main engine stopped due to electric power failure. Failure remedied and underway again at 1024. Failure due to excess load on one generator from use of winches - condition rectified, and no similar trouble is expected in the future. 1040 changed course to 219½ degrees true, and at 1300 changed course to 226 degree true. Half hour later changed course to 173 degrees true. At 1540 reduced speed to 115 RPMs. 2000 Increased speed to 130 RPMs, and changed course to 185½ degrees true.

Positions: 0800 In port.
1200 02-17.0S 147-19.8E
2000 03-30.3S 147-14.0E.

13 July 1945 (Zone - 10):

0249 Changed course to 167 degrees true. At 0337 Increased speed to 165 RPMs and changed course to 158 degrees true. 0445 Sighted Long Island bearing 225 degrees true, and soon after sighted Crown Island bearing 255 degrees true. At 0455 sighted Tolokiwa Island bearing 135 degrees true. Changed course several times to pass between islands, and at 0545 increased speed to 170 RPMs. At 0625 sighted New Guinea coast bearing 175 degrees true, distance 20 miles, and followed coastline to the southeast until arrival at Finschaven. 1544 Entered Langemak Bay and moored port side to dock in order to load cargo.

Positions: 0800 05-26.6S 147-25.0E
1200 06-07.3S 147-47.0E
2000 Moored.

14 July 1945 (Zone - 10):

1423 Commenced loading cargo consisting of AvGas in drums.

U.S.S. CHARLEVOIX (AK-168)

CONFIDENTIAL

15 July 1945 (Zone - 10):
Continued loading cargo.

16 July 1945

0435 Completed loading cargo - total amount loaded being 4,000 drums. 0940 Underway for Lae, New Guinea to take on further drums of AvGas in accordance with P.D. Langemak Bay's Orders of 16 July 1945. Standard speed 170 RPMs, course 223 degrees true. 1102 changed course to 269 degrees true. 1303 changed course to 272 degrees true and at 1505 changed course to 315 degrees true. At 1535 Reduced speed to two-thirds ahead, and stopped engine 15 minutes later in order to communicate with signal station at Lae. 1628 Underway having received orders from the Port Director Lae to anchor in Markham Bay. 1654 Anchored as ordered.

Positions: 1200 06-50.0S 147-40.0E.

17 July 1945 (Zone - 10):

0551 Underway to go alongside Dock #4, Milford Haven, starboard side to, in order to load more AvGas. 0651 Moored. 0915 Commenced loading cargo.

18 July 1945 (Zone - 10):

1900 Completed loading cargo, consisting of 5,000 drums AvGas, total drums now aboard 9,000 drums.

19 July 1945 (Zone - 10):

0611 Underway for Jacquinot Bay, New Britain, in compliance with Naval Staff Office, Lae, New Guinea, orders of 17 July 1945. Set course for 120 degrees true, standard speed 170 RPMs, eleven knots. At 0626, changed course to 099 degrees true. 1720 Sighted two Australian corvettes and later altered course to pass between them. 1800 Turned on dimmed running lights.

Positions: 0800 06-47.3S 147-17.2E
1200 06-54.4S 148-01.8E
2000 07-00.0S 149-10.5E.

20 July 1945 (Zone - 10):

0210 Changed course to 068 degrees true. 0600 Increased speed to 180 RPMs for a four-hour full power trial run. 1000 Reduced speed to 175 RPMs, having completed power run, no materiel casualties. 1025 Sighted New Britain Island coastline bearing 347 degrees true, distance 25 miles. 1100 Commenced steering various courses at various speeds to stand into Jacquinot Bay. 1512 Anchored, awaiting discharge of cargo.

Positions: 0800 06-51.0S 151-05.2E
1200 06-24.0S 151-23.8E
2000 Anchored Jacquinot Bay.

21 July 1945 (Zone - 10):

0650 Underway from anchorage to dock for purposes of discharging cargo. 0736 Moored port side to dock. 0930 Commenced discharging cargo.

U.S.S. CHARLEVOIX (AK-168)

CONFIDENTIAL

22 July 1945 (Zone - 10):

0907 Cleared dock and anchored to permit Australian transport, DUNTRON, to embark personnel. 1732 Moored to dock once again, DUNTRON having completed embarkation and stood out of harbor. Continued discharge of cargo.

23 July 1945 (Zone - 10):

0315 Completed discharge of cargo. 0754 Underway for Manus Island in compliance with Port Director Jacquinot Bay's dispatch 220250 July 1945, standard speed 165 RPMs, 10 knots. Proceeded out of Bay and set course on 211 degrees true. 1300 Changed course to 259 degrees true. 1842 Turned on running lights and at 2123 changed course to 274 degrees true.

Positions: 0800 Jacquinot Bay.
1200 06-06.8S 151-26.7E
2000 06-29.0S 150-09.7E.

24 July 1945 (Zone - 10):

0545 Sighted New Guinea coastline. 0811 changed course to 322 degrees true. At 1015 changed course to 354 degrees true, and reduced speed to 110 RPMs. 1715 Changed course to 003 degrees true. 2125 Passed to port of USS TRINITY AO-13, after turning on running lights for safe navigation.

Positions: 0800 05-58.0S 147-50.0E
1200 05-22.2S 147-24.8E
2000 04-20.7S 147-15.0E.

25 July 1945 (Zone - 10):

0525 Increased speed to 170 RPM, 11 knots. 0542 Sighted Alim Island bearing 340 degrees true, distance 15 miles. 0711 Changed course to 010½ degrees true, and at 0800 changed course to 018½ degrees true. Other changes of course necessary to pass between islands south of Manus. 1200 Rounded eastern end of Los Negrom Island, and approached Seeadler Harbor entrance. 1319 Passed abeam of net gate. 1358 Anchored in Berth 204, Seeadler Harbor, Manus Island, Admiralty Group, awaiting loading of cargo.

Positions: 0800 02-39.8S 147-11.1E
1200 02-00.0S 147-29.0E
2000 Anchored in Seeadler Harbor, Berth 204.

26 July 1945 (Zone - 10):

Anchored as before.

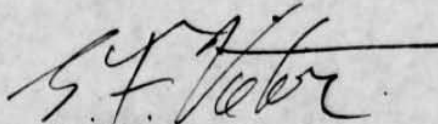
27 July 1945 (Zone - 10):

0902 Underway to go alongside S.S. BLACKWATER to receive 10,000 gallons of Diesel oil for fuel. At 1827 anchored in original berth.

U.S.S. CHARLEVOIX (AK-168)

CONFIDENTIAL

- 28 July 1945 (Zone - 10):
Anchored, awaiting loading of cargo.
- 29 July 1945 (Zone - 10):
1304 Pilot aboard, underway to go alongside West Murzim Dock, port side to, for purposes of loading cargo.
- 30 July 1945 (Zone - 10):
0700 Commenced loading cargo for Hollandia, New Guinea.
- 31 July 1945 (Zone - 10):
Continued loading cargo. 2155 Received air raid alarm. 2156 Ship manned at General Quarters stations, ship darkened, loading secured. 2205 Secured from General Quarters on receiving All Clear signal; continued loading cargo. No enemy action apparent.



G.F. VIETOR
Commanding.

U.S.S. CHARLEVOIX (AK-168)

REG. NO 5567
R. S. NO
REG. SHEET NO 71

WAR DIARY FOR
THE MONTH OF
AUGUST, 1945

Orig.: Cominch
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10 AUG 1945

140987

U.S.S. CHARLEVOIX (AK-168)
FPO San Francisco

CONFIDENTIAL

- 1 August 1945 (Zone - 10):
Moored to Murzim Dock, Seeadler Harbor, Manus Island, Admiralty Group, continuing loading of cargo for Hollandia, New Guinea.
- 2 August 1945 (Zone - 10):
Continuing loading - uneventful day.
- 3 August 1945 (Zone - 10):
0206 Completed loading of cargo. Cargo consisted of 1,036 long tons of general cargo, including Ship's Store Stock, lube oil, trans-shipment cargo and miscellaneous items. 0622 Underway from dock bound for Hollandia, New Guinea, in accordance with Port Director Manus' Orders dated 2 August 1945. 0705 Passed abeam of net gate. 0725 steadied on course 307½ degrees true, making standard speed of 170 RPMs. 0937 changed course to 270 degrees true. 1519 changed course to 258 degrees true. 1715 Sighted Hermit Island bearing 308 degrees true, distance 25 miles. 1859 Increased speed to 175 RPMs. 1904 Turned on dimmed running lights for safe navigation.
Positions: 0800 01-50.5S 147-13.2E
1200 01-40.0S 146-35.8E
2000 01-49.2S 144-55.0E.
- 4 August 1945 (Zone - 10);
1141 Sighted coastline of New Guinea bearing 215 degrees true, distance 25 miles. 1200 Changed course to 256 degrees true. 1525 Entered Humbolt Bay, pilot aboard, and, at 1644, moored starboard side to Navy Dock No.2, Hollandia New Guinea. 1805 Commenced discharging cargo. 1900 Retarded ship's Clocks one hour to Zone - 9 time.
Positions: 0800 02-16.8S 142-23.2E
1200 02-23.8S 141-35.0E
2000 Moored Hollandia, New Guinea.
- 5 August 1945 (Zone - 9) through 9 August 1945 (Zone - 9):
Continued discharging. When each hold discharged, commenced loading holds with rolling stock, being sent to Manus Island for repairs.
- 10 August 1945 (Zone - 9):
0935 All holds loaded with rolling stock, total tonnage 500 long tons. 1113 Cleared dock and anchored in harbor in order to secure all booms, rigging and decks for sea. 1545 Underway in accordance with Port Director Hollandia's Orders dated 10 August 1945 bound for Manus Island, Admiralty Group, on course 120 degrees true, standard speed 170 RPMs. 1736 Changed course to 085 degrees true. 1813 Turned on dimmed running lights. 1830 Changed course to 090 degrees true, and at 2245 changed course to 080 degrees true.

U.S.S. CHARLEVOIX (AK-168)
FPO San Francisco

CONFIDENTIAL

(10 August 1945 continued:)

Positions: 0800 Moored Hollandia, New Guinea.
1200 Anchored Hollandia, New Guinea.
2000 02-30.0S 141-27.5E.

11 August 1945 (Zone - 9):

0000 Advanced ship's clocks one hour to Zone - 10 time. 1535 Sighted Hermit Island bearing 025 degrees true, distance 20 miles. 1548 Decreased standard speed to 135 RPMs. 1855 Turned on dimmed running lights. 2307 Changed course to 090 degrees true.

Positions: 0800 02-11.2S 143-24.8E
1200 02-04.0S 144-07.5E
2000 01-50.3S 145-32.2E.

12 August 1945 (Zone - 10):

0203 Sighted northwest coast of Manus Island. 0613 Increased standard speed to 170 RPMs. 0651 Changed course to 095 degrees true, and at 0755 changed course to 115 degrees true. 0834 Passed through net gate to Seeadler Harbor. Proceeded to anchorage as directed, and at 0916 anchored in Berth 209, Seeadler Harbor, Manus Island, Admiralty Group, awaiting orders for discharge and subsequent loading of cargo.

13 August 1945 (Zone - 10):

Anchored.

14 August 1945 (Zone - 10):

0700 Shifted from anchorage to Murzim Dock, starboard side to, for discharge and loading of cargo. 0900 Commenced discharging.

15 August 1945 (Zone - 10):

All Hollandia cargo unloaded, and commenced loading cargo of Fleet Freight.

16 August through 24 August 1945 (Zone - 10):

Continued loading cargo. Loading operations slow due to difficulty in locating all various pieces of Fleet Freight cargo in the warehouses, Naval Supply Depot.

25 ~~17~~ August 1945 (Zone - 10):

Continued loading. 2300 Loading completed, having received on board 2,457 long tons, including Fleet Freight cargo, paint, 41 tons reefer chilled cargo for issue, and nine trucks, 3 jeeps as deck cargo. Cargo destined for Samar, Leyte and Subic Bay, Philippine Islands.

U.S.S. CHARLEVOIX (AK-168)
F.P.O. San Francisco

CONFIDENTIAL

26 August 1945 (Zone - 10):

1320 Underway in accordance with Port Director Manus' Orders dated 25 August 1945 for Samar, P.I. Maneuvered to clear harbor. 1412 Passed through net gate. 1425 Steadied on course 313 degrees true, standard speed of 170 RPMs being maintained. 1818 Changed course to 305½ degrees true. 1845 Turned on dimmed running lights for safe navigation. 1941 Changed course radically to starboard and reduced speed to one-third ahead due to possible proximity of another ship which was thought to have been seen and heard by several watchstanders. 1945 Resumed base course and speed, no other vessel observed.

Positions: 0800 Moored Manus Island.
1200 Moored Manus Island.
2000 01-15.5S 146-25.0E.

27 August 1945 (Zone - 10):

0700 Changed course to 299 degrees true.

Positions: 0800 00-06.0N 144-29.8E
1200 00-28.2N 143-49.0E
2000 01-13.2N 142-28.0E.

28 August (Zone - 10):

1200 Commenced four-hour full power run, maintaining 180 RPMs until 1600; no materiel casualties. Reduced speed to 170 RPMs on completion of run.

Positions: 0800 02-15.4N 140-32.5E
1200 02-38.3N 139-53.2E
2000 03-20.0N 138-50.8E.

29 August 1945 (Zone - 10):

1820 Changed course to 294 degrees true. Remainder of day uneventful.

Positions: 0800 04-32.7N 137-09.9E
1200 04-53.0N 136-33.0E
2000 05-25.8N 135-14.1E.

30 August 1945 (Zone - 10):

1415 Reduced standard speed to 155 RPMs.

Positions: 0800 06-17.0N 133-18.0E
1200 06-40.8N 132-24.8E
2000 07-26.9N 131-01.0E.

31 August 1945 (Zone - 10):

1405 Changed course to 306 degrees true. 1900 Retarded ship's clocks one hour to Zone - 9 Time.

U.S.S. CHARLEVOIX (AK-168)
F.P.O. San Francisco

CONFIDENTIAL

(31 August continued)

Positions:	0800	08-21.8N	129-28.0E
	1200	08-42.0N	128-50.8E
	2000	09-26.4N	127-37.0E.

- NOTES: a) Weather conditions for entire month were excellent.
b) General Quarters held both dawn and dusk periods when underway.



G.F. VIATOR
Commanding.

FORM NO 13 014
REG. SHEET NO 134

U.S.S. CHARLEVOIX (AK-168)

WAR DIARY FOR
THE MONTH OF
SEPTEMBER, 1945

Orig. : CominCh
Copies: CincPac
Com 7th Flt

145976

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

CONFIDENTIAL

- 1 September 1945 (Zone - 9):
Steaming singly enroute from Manus Island, Admiralty Group to Samar, P.I., making 170 RPMs standard speed, 10.5 knots, on course 306 degrees true. At 0535 sighted Suluan Island Light bearing 002 degrees true, distance 15 miles. Proceeded past Suluan Island and Homohon Island, rounding the latter after identifying ship with the newly established signal station thereon, and headed ship for entrance to Guiuan Roadstead, Samar, P.I. At 1200 proceeded through net gate with pilot aboard to assigned anchorage. 1315 anchored in Berth A-12, Guiuan Roadstead, Samar, P.I., in 6 $\frac{1}{2}$ fathoms of water with 45 fathoms of chain, awaiting orders for partial discharge of cargo.
Positions: 0800 10-38.3N 123-54.5E
1200 Anchored Samar P.I.
- 2 September 1945 (Zone - 9):
2000 By authority of Commander Service Squadron TEN Representative, Leyte's visual dispatch 020118 September 1945, which permitted firing of pyrotechnics in celebration of V-J Day, ship fired 17 rounds of ship's emergency identification signals and 30 rounds of Very pistol cartridges; no casualties.
- 3 through 15 September 1945:
Uneventful period; anchored awaiting orders for partial discharge of cargo.
- 16 September 1945:
0704 Underway from anchorage with pilot aboard to go alongside dock for discharge of cargo. 0930 Moored starboard side to Dock No.3, Calicoan Island, Samar, P.I.
- 17 September 1945:
0700 Commenced discharging cargo.
- 18 September 1945:
Continued discharging cargo, and commenced loading cargo of beer at same time.
- 19 September 1945:
Continued loading beer.
- 20 September 1945:
1430 Completed loading of all holds. During discharge approximately 600 long tons of cargo were unloaded from #2 and #3 Tween Deck Holds consisting mostly of Fleet Freight; 187 tons of Fleet Freight and General Cargo were unloaded from #1 Tween Deck Hold. During loading, 558 long tons of beer were loaded into #2 and No3 Tween Deck, No1 Tween Deck being left empty.
1720 Underway from dock with pilot aboard, proceeded to Berth A-54 to await departure from Samar for Subic the following morning.

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

CONFIDENTIAL

21 September 1945 (Zone - 9):

0830 Due to minor temporary breakdown consisting of a lack of Lube Oil suction to one of the generators, departure of ship delayed one hour; Operations and Routing office of Port Director Samar notified of delay by visual message. 1005 Underway in accordance with Port Director Samar Routing Order dated 20 September 1945 Serial 377 for Subic Bay for total discharge of cargo. 1015 Passed through net gate. Shortly after, rain and heavy fog settled down and ship proceeded at 2/3 speed, sounding fog whistle. Visibility increased at 1045 permitting cessation of whistle. At 1052 increased to Standard speed of 170 RPMs, 10.5 knots, on course 227 degrees true. At 1305 changed course to 180 degrees true and headed for Surigao Straits. At 1745 rounded Binit Point by changing course to 240 degrees true. At 1835 Turned on all running lights, full brilliance, all ships having been ordered to use running lights and to secure from darkening ship. Positions: 1200 10-47.5N 125-28.3E
2000 09-09.0N 124-07.0E.

22 September 1945 (Zone - 9):

0525 Sighted Silino Island Light bearing 245 degrees true, and changed course to 270 degrees true. 0730 Changed course to 285 degrees true, having started to round southern part of Negros Island, P.I. At 1015 changed course to 323 degrees true; immediately after, passed through heavy rain squalls for 45 minutes, necessitating sounding of fog whistle due low visibility. 1945 Passed abeam of Naso Point, southern tip of Panay Island, distance three miles. 2147 Sighted Sombrero Light bearing 290 degrees true distant 5 miles.
Positions: 0800 08-58.5N 123-06.6E
1200 09-17.1N 122-36.5E
2000 10-18.7N 121-52.0E.

23 September 1945 (Zone - 9):

At 0550 aircraft carrier identifying itself as HMS IMPLACABLE passed close aboard to starboard on same course making approximately 20 knots to our 10. Weather at this time till 1000 misty due to slight continual rain making landmarks difficult to observe if at all. 0800 Reduced speed to 140 RPMs. At 1053 sighted Discovery Beacon bearing 310 degrees true distance 5 miles. Coastline of Mindoro Island becoming more visible. 1800 ~~Sighted~~ Calavite Light, northern Mindoro Island, abeam to starboard distance 2.5 miles. 1900 Reduced speed to 110 RPMs so as not to arrive Subic Bay during darkness.
Positions: 0800 12-13.1N 120-54.8E
1200 12-42.5N 120-41.2E
2000 13-33.5N 120-09.8E.

24 September 1945 (Zone - 9):

0000 Changed course to 016 degrees true, having passed northern tip of Lubang Island. 0500 Increased speed to 170 RPMs, 11 knots. 0521 Sighted Subic Bay

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

CONFIDENTIAL

(24 September 1945 cont.)

Light, bearing 017 degrees true, distance 12 miles. 0755 Pilot aboard, proceeded to Water Dock, passing through net gate at 0812. 0909 Moored starboard side to Water Dock, Subic Bay to receive water aboard. 1515 Underway from Water Dock to proceed to anchorage. At 1540 anchored in Berth A-91 in 18 fathoms of water with 45 fathoms of chain, awaiting discharge of cargo.

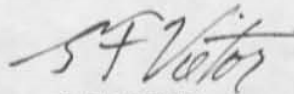
Positions: 0800 Subic Bay Entrance.
1200 Moored Water Dock.
2000 Anchored Berth A-91, Subic Bay.

25 through 30 September 1945:
Uneventful; awaiting discharge of cargo.

NOTES: (1) Weather for the month of September was normal; no tropical disturbances were witnessed other than the ordinary rain squalls of short duration.

(2) Beginning with ship's departure from Samar, darken ship regulations were cancelled aboard, and an underway watch-in-four system was adopted.

(3) Except for drill purposes, no General Quarters were held.



G.F.VIETOR

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

WAR DIARY FOR
THE MONTH OF
OCTOBER, 1945.

Orig. : CominCh
cc : CincPac
ComServPac

148031

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

- 1 October 1945 (Zone - 9):
Uneventful; awaiting discharge of cargo.
- 2 October 1945:
0852 Underway from anchorage to go alongside Navy Cargo Dock, Olongapo for discharge of cargo. 1040 Commenced discharging cargo.
- 3 - 9 October 1945:
Continued unloading cargo.
- 10 October 1945:
0410 Completed discharge of cargo consisting of 2,200 long tons in total and containing general cargo, Fleet Freight, rolling stock, 50,000 cases beer, personal effects and miscellaneous gear. 1336 Underway from dock to anchorage berth Number 103 for twelve-day anchor availability. Permission obtained for this availability from Commander Service Squadron SEVEN in order to continue progressive maintenance. Following work accomplished: examined and overhauled No.1 Generator; examined scavenging air piston and cylinder due to noticing of slight noise when underway - condition found satisfactory; took readings of main engine bearings; painted out camouflage, substituting Measure 21. All work accomplished by ship's force.
- 11 - 22 October 1945:
Uneventful; continued maintenance as noted above.
- 23 October 1945:
Having been detached from operational control of Commander Service Squadron SEVEN, and having reported to Commander Task Group 16.12 for duty in " Magic Carpet Operation," received 28 passengers aboard for transportation to the U.S.A. via Guam for cargo and via Pearl Harbor. At 1630, underway in compliance with Commander Philippine Sea Frontier's dispatch 220029 October 1945 for Guam, Mariana Islands. 1700 Took departure with Subic Light abeam to starboard, ship on course 201 degrees true. 2202 changed course to 142 degrees true, rounding Cabra Island. At 2246 Cabra Island Light abeam to port $7\frac{1}{2}$ miles. Standard speed maintained at 165 RPMs, 10 knots.
- Position: 2000 14-19.0N 120-01.9E.
- 24 October 1945:
0008 Sighted Galavite Light bearing 124 degrees true, distance 15 miles.
0045 Reduced standard speed to 155 RPMs to insure arriving to the east of Apo Reef during daylight hours. 0545 changed course to 163 degrees true.
0948 changed course to 155 degrees true. 1724 Sighted Sombrero Rocks bearing 119 degrees true, distance 10 miles, and passed abeam at 1813.
At 1841 changed course to 149 degrees true. 1936 Sighted Nogas Light

U.S.S. CHARLEVOIX (AK-168)

FPO SAN FRANCISCO

bearing 093 degrees true, distance 19 miles.

Positions: 0800 12-26.7N 120-46.2E
1200 11-41.8N 121-01.3E
2000 10-22.3N 121-37.9E.

25 October 1945:

0045 Sighted Negros Island abeam to port distance 18 miles. 0125 Sighted four waterspouts on the starboard bow, and at 0143 sighted a large one bearing 195 degrees true, which appeared to be increasing in size. 0144 changed course to 120 degrees for one-half hour in order to ascertain clearance of spout. 0430 changed course to 118 degrees true, and increased standard speed to 165 RPMs. Rounded southwestern end of Negros Island, and settled on course 061 degrees true. 1630 sighted Leyte Island bearing 028 degrees true, distance 60 miles. 2110 sighted Binit Point Light bearing 037 degrees true, distance 11 miles. Passed through Surigao Straits, changing course as necessary to avoid many ships passing through on a reciprocal course.

Positions: 0800 8-58.8N 123-01.8E
1200 8-56.0N 123-45.8E
2000 9-39.6N 125-00.1E.

26 October 1945:

0320 rounded Hubicon Island and steadied on course 082 degrees true, passing out of Philippine Islands into open sea direct to Guam.

Positions: 0800 10-33.4N 126-21.8E
1200 10-39.9N 127-05.5E
2000 10-59.0N 128-44.9E.

27 October 1945:

Uneventful. Positions: 0800 11-52.8N 130-52.0E
1200 11-20.0N 131-34.0E
2000 11-36.0N 132-56.5E.

28 October 1945:

Uneventful. Positions: 0800 11-53.8N 135-04.5E
1200 11-57.0N 135-42.9E
2000 12-13.4N 137-12.2E.

29 October 1945:

0100 Advanced ship's clocks one hour to Zone minus ten time. 0943 changed course to 084 degrees true. 1200 Increased RPMs to 175 ~~XXXXX~~ turns.

Positions: 0800 12-26.0N 139-02.2E
1200 12-27.0N 139-38.0E
2000 12-42.0N 141-03.0E.

U.S.S. CHARLEVOIX (AK-168)

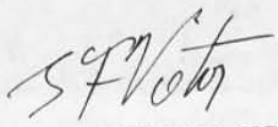
FPO SAN FRANCISCO

30 October 1945:

1022 Sighted Guam Island, Marianas bearing 092 degrees true, distance 40 miles. 1240 changed course to 000 degrees true due to proximity of U.S. submarine. 1250 changed course to 092 degrees true and approached entrance to Apra Harbor, off of which vessel lay for 2½ hours awaiting instructions. 1640 received instructions and proceeded to Agana Bay. 1752 anchored between two other vessels close to reefs extending from shore. 2028 Due to unsafe anchorage, underway to steam during remainder of night and anchor as soon as light permitted. Steamed at one-third ahead (90 RPMs) on course 277 degrees true.

31 October 1945:

0230 changed to reciprocal course of 097 degrees true. Proceeded back to Agana Bay for anchoring. Attempted one anchorage but, due to deep water, proceeded to berth 608, where ship anchored in 45 fathoms of water. 1226 Having received orders to proceed to Apra Harbor shortly after anchoring, ship got underway. 1336 Pilot aboard, proceeded to moor to fore and aft buoys of berth 21, awaiting further orders to load cargo for the United States.


Lt., G. F. VIETOR, USNR
Commanding Officer

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

WAR DIARY FOR
THE MONTH OF
NOVEMBER, 1945.

Orig: Cominch
cc : CincPac
ComServPac

152144

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

- 1 November 1945 (Zone - 10):
1712 Underway from Berth 21, Apra Harbor, Guam, Marianas to go alongside Dock S-2 for purposes of loading cargo. Loading operations commenced shortly after.
- 2 - 7 November:
Loading operations continued, otherwise uneventful.
- 8 November 1945:
Loading operations having been completed the night before (600 tons of general cargo and mail), the ship got underway for Pearl Harbor at 0903. 0935 took departure from sea buoy and set course on 038 degrees true, standard speed 175 RPM, 11 knots. 1314 Changed course to 075 degrees true.
- 9 November through 20 November:
Proceeding on Great Circle Track to Pearl Harbor; trip uneventful. Ship's clocks advanced on following days:
10 November at 0100 to Zone minus 11
14 November at 0100 to Zone minus 12
17 November at 0001 to Zone plus 12 (Meridian Day)
18 November at 0100 to Zone plus 11
20 November at 0100 to Zone plus 10½
- 21 November 1945 (Zone plus 10½):
Having received dispatch notice to conduct gunnery exercises prior entry Pearl the previous night, and contacting towing plane, at 1047 commenced anti-aircraft practice with 20MM guns. Performed H, G and U maneuvers. Expended 1980 rounds of 20MM ammunition; casualties: 1 jam due short blow-back. Hits unknown. After securing from practice, proceeded to Pearl Harbor entrance buoy where, at 1408 pilot was picked up. Proceeded to Berth A-11, awaiting further orders.
- 22 November:
Having received orders from ComServPac, detaching the vessel from "Magic Carpet" operations, and ordering ship to proceed Balboa this date, the ship departed Pearl at 0905. Proceeded through channel and, at 0926 took departure from Pearl on course 181 degrees true, standard speed 175 RPM, 10½ knots, bound Balboa, Canal Zone.
- 23 through 30 November:
Proceeding along routing track to Balboa; trip uneventful. Ship's Clocks advanced on following days:
23 November at 1300 to Zone plus 10

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

(23 through 30 November, continued)

27 November at 0100 to Zone plus 9.

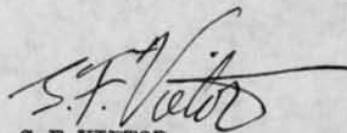
NOTES:

(a) Weather for entire month good, and at no time did it interfere with the schedule or operation of the ship.

(b) Running lights turned on full bright during darkness. No darkening regulations in effect.

U.S.S. CHARLEVOIX (AK-168)
FPO SAN FRANCISCO

<u>DATE</u>	<u>0800 POSITION</u>		<u>1200 POSITION</u>		<u>2000 POSITION</u>	
8 Nov.	-		13-44.5N	144-52.0E	14-15.ON	146-05.5E
9 Nov.	14-47.ON	148-09.0E	14-55.5N	148-45.0E	15-17.ON	150-13.5E
10 Nov.	15-42.8N	152-05.5E	15-49.ON	152-45.0E	16-07.5N	154-10.0E
11 Nov.	16-25.5N	156-09.0E	16-31.5N	156-46.3E	16-40.7N	157-44.0E
12 Nov.	16-57.ON	159-23.0E	17-04.ON	159-57.5E	17-10.ON	160-37.0E
13 Nov.	17-30.ON	162-08.5E	17-33.ON	162-25.5E	17-49.5N	164-02.0E
14 Nov.	18-10.ON	165-48.0E	18-22.5N	166-15.0E	18-35.8N	167-31.6E
15 Nov.	18-47.2N	169-26.5E	18-52.3N	170-05.5E	19-04.ON	171-33.5E
16 Nov.	19-20.5N	173-39.8E	19-29.7N	174-28.0E	19-43.ON	175-57.0E
17 Nov.	19-23.5N	178-28.2E	20-00.ON	179-15.5E	19-56.ON	179-07.0W
17 Nov.	19-58.ON	176-37.0W	20-03.3N	174-07.5W	20-03.3N	174-07.5W (Meridian Day)
18 Nov.	20-05.5N	171-43.0W	20-06.5N	17106.0W	20-11.8N	169-27.0W
19 Nov.	20-12.2N	166-54.0W	20-11.2N	166-06.0W	20-14.ON	164-29.6W
20 Nov.	20-14.ON	162-03.7W	20-13.ON	161-15.6W	20-11.ON	159-35.0W
21 Nov.	20-35.ON	158-10.0W	21-02.ON	158-14.0W	-	
22 Nov.	-		20-52.ON	158-00.0W	19-40.ON	157-40.0W
23 Nov.	18-05.8N	156-17.0W	17-29.ON	155-46.0W	16-28.ON	155-13.5W
24 Nov.	14-54.ON	154-10.3W	14-25.ON	153-44.0W	13-29.8N	152-52.2W
25 Nov.	12-19.5N	151-47.0W	12-07.8N	151-27.0W	11-23.ON	150-19.8W
26 Nov.	10-42.8N	148-58.5W	10-35.2N	148-23.0W	10-21.8N	147-16.8W
27 Nov.	10-04.8N	145-48.5W	10-00.ON	145-15.0W	09-51.8N	144-09.5W
28 Nov.	09-45.ON	141-48.0W	09-36.1N	141-10.0W	09-26.5N	139-57.2W
29 Nov.	09-25.ON	138-19.7W	09-24.ON	137-48.0W	09-23.ON	136-34.3W
30 Nov.	09-03.ON	134-18.7W	09-02.ON	133-38.1W	09-00.5N	132-18.2W.



G.F. VIETOR
Commanding.

AK168/A12
Serial 146.

U.S.S. CHARLEVOIX (AK-168)
c/o FLEET POST OFFICE
SAN FRANCISCO



3 December 1945

From: Commanding Officer.
To : Commander in Chief, U.S. Pacific Fleet (Public Information Office).
Subj: Ship's History - Forwarding of.
Ref : (a) ALPAC 318-45.
Encl: (A) Three copies of Ship's History with supplementary pages.

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

2. Enclosure (A) is also forwarded to each command and activity to which a carbon copy of this letter has been sent, as shown below.

3. In view of the fact that this vessel is at the present time proceeding from the Pacific to the Atlantic Area, corresponding Atlantic commands are included in the distribution.

G.F.VIETOR

cc:

SecNav PubInfo
CincPac PubInfo
CincLant PubInfo
Flt Home Town News Center, Chicago
ComServPac
ComServLant

156476

HISTORY OF THE U.S.S. CHARLEVOIX

1 December 1945.

CHARACTERISTICS

The U.S.S. CHARLEVOIX (AK-168) is a small cargo ship whose length is 338' with a beam of 50'. She is of a relatively new cargo design being different than the Liberty or Victory ship in that she is not only smaller but has her three main cargo holds all forward of the living spaces. This therefore places the superstructure of the ship well aft, leaving room only for one small hold aft which is refrigerated and can carry 150 tons of frozen or chilled cargo. Other Navy cargo ships of this same construction are the AK-156 through the AK-220.

The ship, with a full load of 3,945 long tons of cargo, displaces 7,450 tons. Gross tonnage is 3,805 and net tonnage is 2,123 tons.

Her speed is eleven knots, or, as several of her crew have solemnly noted, "twelve going down hill". A Nordberg Diesel Engine with a horse power of 1,700 is her main propulsion unit.

For a vessel only 338' long, she has a large cargo capacity with many booms serving the holds. There are fourteen booms in all; two "jumbo" booms of 30- and 20-ton capacity each, serving Nos. 2 and 3 Holds respectively; two 1½-ton booms for the small after hold; and ten 5-ton booms serving the three forward holds. All sixteen winches are electric and of modern design. The ship's mean draft depends on the load entirely, ranging from as little as 9 feet to as much as 21 feet.

PRE-COMMISSIONING HISTORY

The keel of Hull Number 2141, C1-M-AV1 design (later christened the CHARLEVOIX during launching) was laid on 25 November 1943 at Froemming Bros. Shipyards, Milwaukee, Wisconsin. The ship was launched sideways on 20 April 1944. A dock trial was held 5 August, and sea trials on 10 August 1944. The Maritime Commission accepted the ship from the builder's yard on 17 August 1944, or 266 days after the laying of the keel.

A Navy Ferry Crew then boarded her and sailed her to Chicago. This ferry crew was composed of a part of the ship's Nucleus Crew, which part consisted of two officers and twelve enlisted men. Among those still aboard at this writing who formed this ferry crew are:

Lt. Comdr. G.F. Vieter, Commanding
Lieutenant O. A. Roy, Engineering Officer
N.E. Portis, CRM, USN
A.J. Gillespie, Y, USNR
J. Inla, SMV, USN
J.G. Kanya, S1/c, USNR
M. Spinner, S2/c, USNR
L.T. Avarv, S2/c, USNR.

The Balance Crew and five remaining officers remained at Miami, Florida, till 17 November 1944. The Supply Officer had been at New Orleans since May 1944, working on supply and equipment problems.

At Chicago, the CHARLEVOIX was dismantled to allow the ship to pass under two bridges located south of Chicago. This entailed the complete removal of the Bridge Deck and the Superstructure Deck. These were then stowed on Number 1 and 2 Hatches respectively. All masts, kingposts and rigging were removed and stowed along the main deck. The stack was also removed and stowed in one of the holds, as were the lifeboats and davits. Four large pontoons were secured two on a side forward of the propeller in order to raise the stern thereby permitting the vessel to pass over places as shallow as thirteen feet. The highest point on the ship was the windlass wheel which cleared the first bridge by five inches.

This ship was the first of its type to come down the Illinois and Mississippi Rivers and was therefore the experimental "guinea pig". Food, supplies, bedding and other equipment were constant sources of concern, often producing amusing episodes. For example, on passing through the Intercoastal Canal from New Orleans to Beaumont, Texas, the ship was short of soap and had notified Lt (jg) L.B. Fogg, the Supply Officer, of this fact. He had been unable to obtain the necessary speed and action on the part of the Maritime Commission representative to provide soap aboard prior departure from New Orleans. Consequently, as the ship passed through some locks not far from New Orleans, Lt (jg) Fogg was seen by an amazed and amused crowd of spectators to be hurling small boxes of soap onto the decks of the passing ship. Enough soap was received in this manner to last until sizeable replenishments arrived several days later. Many of the thrown boxes, however, succeeded only in dropping into the water due to a lack of baseball talent on the part of the Supply Officer.

On leaving Chicago, about three weeks after arrival, the ship was towed to Lockport, Ill., where she awaited a regular river "pusher type" towboat. After a day and a half wait, the river trip commenced. The ship was secured to two of six barges on the starboard side and the pusher provided propulsion and control from astern. Each night the entire tow secured to the stoutest tree available, there to remain till daylight. The trip to New Orleans lasted close on to three weeks. During this period a change of towboats was effected twice, once at St. Louis, and later at Memphis, Tenn.

After a few days in New Orleans, the ship was towed through the Inter Coastal Waterway to Beaumont, Texas, where she underwent reconstruction and the beginnings of conversion.

The Navy accepted the CHARLEVOIX from the Maritime Commission on 23 December 1944, and the next day the ship left Beaumont for Galveston with a ferry crew aboard.

In Galveston, the entire ship's company assembled, however the ship was not made ready for commissioning until 1 February 1945. On this memorable day, Commander Bell, Commanding Officer Frontier Base Galveston, commissioned the CHARLEVOIX, and Lieut. G.F. Vietor USNR took command.

NAVAL HISTORY OF THE CHARLEVOIX

After a brief shakedown and necessary post-shakedown availability, the ship departed on 17 February 1945 for Gulfport, Mississippi, with a crew of eight officers and 61 enlisted men aboard. Arriving at Gulfport two days later, loading cargo commenced immediately. This first load consisted of general cargo to the amount of 2,615 long tons.

On 24 February 1945, the CHARLEVOIX departed Gulfport and the continental limits of the United States, bound for Panama.

On 2 March, the ship tied up in Christobal, much to the pleasure of all, especially those new officers and men to whom the rolling and pitching of a ship was something entirely new and not exactly pleasant.

Receiving orders and having reported by radio to the Commander Seventh Fleet for duty, the CHARLEVOIX, on 4 March 1945, passed through the Canal and out to sea, bound for Manus Island in the Admiralty Group. This was a long trip for a new ship and inexperienced crew, however it was a successful one with no major breakdowns or serious troubles whatsoever. On 2 April 1945, the ship crossed the Equator, and in true seafaring fashion, an initiation for those "lowly Polywogs" was held. Approximately ninety percent of the crew were Polywogs, making it a well-attended ceremony in which everyone enjoyed themselves thoroughly. On 5 April, Manus Island was sighted and the CHARLEVOIX soon found herself anchored in Seadler Harbor having successfully completed her initial sea voyage from Balboa to Manus Island in thirty-two days.

During the above voyage, our cargo destination had been changed from Manus Island to Subic Bay, Luzon, Philippine Islands; therefore, on 10 April the ship departed for Hollandia, New Guinea, where she arrived two days later, and where she was to join the next Philippine Island convoy. Few officers had ever been in convoy before, nevertheless the CHARLEVOIX's convoy behavior was good at all times which is a reflection on the Officers of the Deck and on the Bridge Gang. On 14 April the convoy formed; it consisted of thirteen ships of which six were Naval vessels, the remainder merchant. During the course of the voyage, on two occasions floating objects were avoided and fired upon by the escorts in the chance that they may have been floating mines. Depth charges were dropped once on a sound contact, otherwise no enemy activity was observed the entire trip. On 18 April, when the convoy passed close to Kossol Roads, Palau Island, eight other ships joined the convoy. On 21 April, the Philippine Islands were sighted and we proceeded south of Samar Island, leaving our convoy and joining another bound for Manila, Subic Bay and Lingayen. This convoy was large, consisting of forty ships. This was the first of several trips to come in which the CHARLEVOIX passed through Surigao Straits. On 24 April, the ship left the convoy and steamed into Subic Bay.

We remained in Subic Bay till 23 May, having had to await docking notice for unloading purposes. Shortly after unloading, on 21 May, a very sad occurrence took place in the accidental death of one of the members of the crew, Carlson Fonvielle, SK2/c, USNR, who met his death from drowning. He had disappeared that evening, and after futile searches, the ship departed Subic Bay, and we did not learn officially of his death till we arrived at Manus Island where a dispatch was received from the Commander Naval Base Subic Bay which informed the ship of the recovery of Fonvielle's body. His death was a sadness and a shock to officers and

men on board. He was well liked by all and had proved himself a hard-working and capable man. His body lies buried in USAF Cemetery, Manila, Luzon, Philippine Islands.

On 23 May, we departed in convoy south along the western part of the Philippines and through Surigao Straits once more. When close to Samar, the convoy disbanded and we proceeded singly back to Manus for another load.

The CHARLEVOIX arrived at Manus on the first of June and was ready to depart the seventh, having received her second cargo - 2,702 tons. Our next destination was Guianan, Samar, at which base we arrived 13 June. The ship was unloaded on 28 June and departed for Manus once again, after having received some much needed fresh water at a water hole near Tacloban.

The 5th of July found us back at Manus where the vessel received a six-day maintenance period. All work performed was accomplished entirely by the ship's force with the exception of some new radio gear that was installed. After this period we were ordered on a diversionary trip to the south, and after discharging a small amount of cargo which had been loaded on at Guianan, departed on 12 July for Langemak Bay, Finnschaven, New Guinea. This was a short trip and an interesting one, passing through the islands to the south of Manus and then the islands to the north of New Guinea, and on 13 July the ship moored in Langemak Bay. That same day we started to receive drums of aviation gasoline as cargo. On 16 July we left Langemak Bay and after only six hours of travel anchored off Lae, New Guinea. We received the remainder of our gasoline cargo here. While at Lae the crew enjoyed themselves more than in the past while on liberty as they were allowed more freedom and could wander about as they pleased. Many saw and boarded the stranded and wrecked Japanese cargo vessel which had been a ship in the convoy which was so disastrously broken up by the Allied Air Forces in Huon Gulf back in 1943.

On 19 July, with 9,000 drums of gas amounting to 1,800 tons of cargo, the ship departed for Jacquinot Bay, New Britain Island, and arrived the next day. This was an interesting and beautiful spot and once again the crew was able to see a good deal of the establishment. At this time, the Japs were still entrenched in Rabaul, not over 100 miles away. The New Zealand Air Force at Jacquinot Bay, for whom we were delivering the gasoline, bombed Rabaul as frequently as several times each day.

We departed Jacquinot Bay 23 July 1945 and returned to Manus to load cargo for Hollandia, New Guinea. Having loaded all Hollandia cargo (1,036 tons) by 3 August, and having received fuel (our second fueling since departing Panama), the ship left Manus, arriving Hollandia 36 hours later, and proceeded to discharge cargo at the termination of which 500 tons of battered rolling stock was loaded aboard for Manus to be repaired there. During loading many men took a forty-mile automobile ride to a Naval Rest Camp, located atop of some mountains in the direction of the interior of the island. This trip was long and hard due to bumpy roads and difficult terrain, but it did afford those participating a chance to see what the island was like, once removed from the coastal ports.

On 12 August, the vessel was back in Manus, ready to receive her seventh load. The Japanese surrender was celebrated while at the dock.

With 2,457 tons of cargo aboard, the CHARLEVOIX departed Manus and had an uneventful trip to Guianan, Samar, arriving 1 September. Certain cargo

was unloaded and different cargo loaded in its place. The ship on 21 September, left Samar and proceeded to Subic Bay. This trip was memorable, it being the first during which black-out and darken-ship regulations were lifted; movies for the first time could be showed on deck - smoking at night was permitted on deck - men began getting "discharge point" conscious. In fact, while still at Samar, our first group of discharges, eight in number, was transferred to the Staging Center for transportation back to the States.

We arrived at Subic Bay, Luzon, 24 September. Our cargo was discharged on 10 October, and the ship then lay at anchor, undergoing a maintenance availability period of twelve days, accomplished by the ship's force. Since commissioning, no yard work has been necessary whatsoever, which speaks well for the Engineering Force.

21 October was a grand day in the history of the CHARLEVOIX, for on this date the Commanding Officer had the pleasure of announcing to the crew assembled on the starboard side of the quarterdeck that orders had been received to proceed to the States. The cheers that followed the announcement gave substantial evidence to the crew's joy in receiving this news.

Having been detached from the Seventh Fleet and having reported to the command in charge of the "Magic Carpet" operations (the carrying of personnel and cargo to the States), the CHARLEVOIX received aboard 27 passengers and departed Subic for Guam, where we were ordered to load cargo.

The ship left Subic 23 October and proceeded south, then east through Surigao Straits, then direct for Guam, at which destination we arrived on 30 October 1945.

631 tons of cargo and mail were loaded mostly by the ship's crew in order to expedite loading, and on completion of which the ship departed for Pearl Harbor, Oahu, on 8 November. This trip lasted 14 days, arriving at Pearl 21 November. Here we received new orders, namely to proceed to Balboa, there report to Cinclant, and to the Commander Panama Sea Frontier for onward routing to New York.

At this writing, the CHARLEVOIX is heading east towards Balboa with a crew that is very anxious to see the United States once again after an absence of nine months. This is not a long absence yet it is sufficient to show the longing that all men hold for their homes and country.

The CHARLEVOIX is one of those Navy ships that is generally mentioned in reports and articles, if at all, as "et cetera" or "plus a number of supply ships", for she has been but a mere and insignificant drop in the large bucket of war, ships and supplies. Her individual accomplishments are few, if any, other than accomplishing what she has been ordered to do; her work has been far from glamorous. Yet it is the overall combination of the work of just such ships that has made possible the success of the Pacific Area's huge supply line - a line that constantly furnished necessities to Allied shipping and bases alike - and a line that certainly had a tremendous part in the defeat of Japan.

SUMMARY OF TRIPS AND MILEAGE

<u>DEPARTURE</u>	<u>ARRIVAL</u>	<u>MILEAGE</u>
Galveston, Texas	Gulfport, Mississippi	420
Gulfport	Panama, C.Z.	1380
Panama	Manus Island	6160
Manus Island	Hollandia, New Guinea	402
Hollandia	Subic Bay, P.I.	2039
Subic Bay	Manus Island	2184
Manus Island	Samar, P.I.	1525
Samar	Manus Island	1525
Manus Island	Finnschaven, New Guinea	310
Finnschaven	Lae, New Guinea	60
Lae	Jacquinot Bay, New B ^h .t.	320
Jacquinot Bay	Manus Island	58
Manus Island	Hollandia, N.G.	402
Hollandia	Manus Island	402
Manus Island	Samar, P.I.	1525
Samar	Subic Bay, P.I.	659
Subic Bay	Guam, Marianas	1800
Guam	Pearl Harbor, Hawaii	3120
Pearl Harbor	Balboa, C.Z.	5100
Balboa	New York	2325
TOTAL		34,243

STATISTICS:

- a) The CHARLEVOIX, on arrival Balboa, C.Z., will have been underway 51% of her time since commissioning.
- b) Average age of the entire ship's company (76 officers and men) is 23.4 years. Youngest member is R. Garrett, S2/c, 17 years old. Runner up is P.L. Fournier, S2/c.
- c) There are more ship's company from the state of Illinois than any other state (8 men); runner-up is New York, with 7 men. 28 states are represented (including Texas) plus the Philippine Islands.

TOTAL CARGO CARRIED

<u>LOAD NUMBER</u>	<u>TONNAGE</u>	<u>TRIP</u>
1	2615	Gulfport to Subic Bay, P.I.
2	2702	Manus Island to Samar, P.I.
3	716	Samar to Manus Island
4	1839	Finnschaven to Jacquinot Bay
5	1036	Manus Island to Hollandia
6	498	Hollandia to Manus Island
7	2457	Manus Island to Subic Bay
7 $\frac{1}{2}$	558	Samar to Subic Bay
8	631	Guam to U.S.A.
TOTAL	13052	

G.F. Viator
G.F. VIATOR
Lieut. Comdr., USNR
Commanding

SUPPLEMENTARY STATEMENT NO. 1
HISTORY OF THE USS CHARLEVOIX

2 December 1945.

- A. Only one commanding officer has been in command of the CHARLEVOIX since commissioning. His name and home address are: Licut. Comdr. George Frederick Vieter Jr., (L), USNR, of 410 East 57 Street, New York City, New York.
- B. The CHARLEVOIX has been in no action, consequently no officer or enlisted man has performed any outstanding action.
- C. The CHARLEVOIX is entitled to the Philippine Liberation ribbon.
- D. Home addresses of officers and men mentioned in the Ship's History are given below. Names follow in order of their appearance in the History.

Licut. Orville Addison ROY, (E1), USNR
3825, 36 Ave. S.W. Seattle, Washington.

Norman Edward PORTIS, CEM, USN
P.O. Box 603, Hollister, California.

Anthony Joseph GILLESPIE, CY, V-6, USNR
3312 Haverford Ave., Philadelphia, Pa.

Joseph (n) IULA, SF1/c, USN
8411 - 21st Avenue, Brooklyn, New York.

Joseph John KUNYZ, S1/c, V-6, USNR
19 Taylor Street, Milburn, New Jersey.

Marvin (n) SPINNER, S2/c, V-6, USNR
1971 Taylor Street, Detroit, Michigan.

Laurence Thomas AVARY, S2/c, V-6, USNR
465 Jackson Street, Beaumont, Texas.

Lieut.(jg) Leland Bartholomew FOGG, (SC), USNR
682 S. Mentor Avenue, Pasadena, California.

Roy Lanell GARNETT, S2/c, V-6, USNR
3141 Lonita, Ft. Worth 5, Texas.

Peter Louis FOURNIER, S2/c, V-6, USNR
1308 Point Street, Houma, La.