

U. S. S. LAKEWOOD VICTORY (AK-236)

2 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of December 1944,
submission of.
Reference: (a) PacFlt Conf. ltr. 1CL-45.
Enclosure: (A) Subject named report.

1. In accordance with reference (a), the War
Diary for the month of December 1944 is submitted herewith.

E. H. Petrelius
E. H. PETRELIUS

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NOV 12 1945

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

Zone Plus 7

In Port

11 December 1944

Moored in basin Yard #1 Permanente Metals Corporation, Richmond, California. Pursuant to 12th Naval District Order ND-12-14B/Ms A4-1 File No. 48993 of 11 December 1944, ship was placed in full Commission as U.S.S. Lakewood Victory (AK-236), under Command of Eric H. Petrelus, Lieutenant Commander, USNR.

C. B. George
C.B. George, Lt. USNR.

12-18 December 1944

Operations included outfitting, degaussing, Compass Compensation, etc., in San Francisco Bay.

C. B. George
C.B. George, Lt. USNR.

19 December 1944

At 0815 underway for San Pedro, California for Shakedown in accordance with COTPA Orders No. 346-44 dated 29 November 1944.

Positions: 1200 Lat. 37°-27' N 2000 Lat. 35°-16' N
 Long. 123°-07' W Long. 122°-37' W

C. B. George
C.B. George, Lt. USNR.

20 December 1944

At sea enroute San Pedro, California from San Francisco. At 1000 Carried out structural test firing for 3"-50 and 5"-38 guns. At 1550 took arrival at Los Angeles Harbor, California.

Positions: 0800 Lat. 33°-43' N 1200 Lat. 33°-41' N
 Long. 120°-33' W Long. 119°-29' W

C. B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

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Zone Plus 7

In Port

21-28 December 1944

Shakedown trials and maneuvers in San Pedro Area under San Pedro Shakedown Group.

C.B. George

C.B. George, Lt. USNR.

29 December 1944

Continued Shakedown operations at 0900, final inspection by SPSG Members. At 1451 Underway for San Francisco in accordance with San Pedro Shakedown Group Despatch Order 272313 dated 29 December 1944.

Positions: 2000 Lat. $34^{\circ}-08'$ N
Long. $119^{\circ}-35'$ W

C.B. George

C.B. George, Lt. USNR.

30 December 1944

Enroute to San Francisco from Los Angeles. At 1420 took arrival at San Francisco.

Positions: 0800 Lat. $37^{\circ}-25'$ N 1200 Lat. $37^{\circ}-47.6'$ N
Long. $123^{\circ}-55.4'$ W Long. $122^{\circ}-21.2'$ W

C.B. George

C.B. George, Lt. USNR.

31 December 1944

At Anchor Berth #3, Naval Anchorage #12, San Francisco Bay.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

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Zone Plus 7

In Port

1-2 January 1945

Anchored in Berth #3, Naval Anchorage #12, San Francisco Bay, California, this ship assigned to COMSERPAC awaiting operational orders.

C.B. George

C.B. George, Lt. USNR.

3 January 1945

Underway enroute Port Chicago, California in accordance with Verbal Orders, Commandant 12th Naval District. At 1525 moored port side to Berth 3, Port Chicago, preparing to receive cargo of ammunition.

C.B. George

C.B. George, Lt. USNR.

4-15 January 1945

Commenced loading ammunition at 0802 4 January. Operation continued throughout with no casualties.

C.B. George

C.B. George, Lt. USNR.

16 January 1945

At 0430 completed loading of cargo of ammunition. At 1350 got underway for explosives anchorage, San Francisco Bay, in accordance with COM 12 verbal orders and at 1616 anchored in Naval Anchorage #13.

C.B. George

C.B. George, Lt. USNR.

17 January 1945

At 0810 commenced loading deck cargo of booms and aircraft.

C.B. George

C.B. George, Lt. USNR.

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Zone Plus 7

In Port

18 January 1945

At 1610 completed loading deck cargo and at 1637 got underway for Pearl Harbor, T.H., in accordance with COMWESSEAFRON Movement Order 39, C and R. At 2024 took departure from San Francisco with Farallon Island Light bearing 241° True, and Buoy B bearing 076° True. At 2039 heavy seas and the rolling of the vessel caused deck cargo to shift and aircraft to be damaged. Speed was reduced and course changed to facilitate securing of deck cargo. At 2155 deck cargo was secured and speed and course resumed.

C.B. George

C.B. George, Lt. USNR.

19-23 January 1945

At sea during this period enroute to Honolulu. Zigzagging on Plan #6 was done during hours of darkness. At 1200 on 19 January clocks were retarded 1 hour to keep plus 8 zone time. At 1200 on 22 January retarded clocks 1 hour to keep plus 9 zone time. Various friendly ships and aircraft were sighted throughout days and nights 21, 22, 23 January. At 1300 on 22 January heavy seas caused ship to roll and pound heavily necessitating a reduction of speed and a change in course. At 1430 course and speed were resumed. At 1834 on 22 January a USN patrol vessel was sighted, and said vessel challenged.

Positions:

Date	0800	1200	2000
19	Lat. $36^{\circ}-40'$ N Long. $125^{\circ}-10.5'$ W	$36^{\circ}-18.3'$ N $126^{\circ}-18.2'$ W	$35^{\circ}-15.5'$ N $129^{\circ}-13'$ W
20	Lat. $33^{\circ}-55'$ N Long. $132^{\circ}-48'$ W	$33^{\circ}-30'$ N $133^{\circ}-38'$ W	$32^{\circ}-31'$ N $136^{\circ}-02'$ W
21	Lat. $31^{\circ}-08'$ N Long. $139^{\circ}-12'$ W	$30^{\circ}-44'$ N $140^{\circ}-20'$ W	$29^{\circ}-35.5'$ N $142^{\circ}-27.5'$ W

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19-23 January (Cont.)

Positions:

Date	0800	1200	2000
22	Lat. 27°-52.5' N Long. 145°-44' W	27°-10.5' N 146°-40.5' W	26°-09.5' N 148°-47' W
23	Lat. 24°-37' N Long. 151°-49' W	24°-04' N 152°-43' W	23°-05' N 154°-44' W

C.B. George
C.B. George, Lt. USNR.

24 January 1945

At 0504 in accordance with Queen Message instructions turned on dimmed running lights. At 0655 sighted land identified as Island of Hawaii. At 0850 zigzag was ceased. At 1007 Koko Head Tower, Oahu, was passed abeam to starboard, distance 1.5 miles. Upon arrival at point 6 miles south of Diamond Head, Oahu, vessel was ordered by signal tower to stand off awaiting permission to enter Pearl Harbor. In accordance with these orders we steamed on reciprocal course to remain in area 6 miles off shore between Diamond and Koko Heads. At 1200 retarded clocks $\frac{1}{2}$ hour to keep zone plus 9 $\frac{1}{2}$ time. At 1423 with Radio Tower KGU, Honolulu, bearing 071.5° True and Diamond Head light bearing 100° True, took arrival at Pearl Harbor, Honolulu, T. H. Proceeded into harbor and at 1755 moored to buoy in Berth WL-3, West Lock, Pearl Harbor. At 2104 commenced unloading deck cargo of booms and aircraft.

Positions: 0800 1200

Lat. 21°-37.5' N 21°-11' N
Long. 157°-12' W 157°-46' W

C.B. George
C.B. George, Lt. USNR.

25 January 1945

At 0515 completed unloading deck cargo.

C.B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

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CONFIDENTIAL

26 January 1945

At 1110 got underway to shift berth in accordance with Signal Tower H-1 (Ford Island) visual orders received at 1023 this date. At 1148 moored starboard side to Berth W-4, West Loch.

C.B. George

C.B. George, Lt. USNR.

27-29 January 1945

At 1355 on 27 January commenced loading cargo of ammunition in hatch squares of #2, #3, #4 holds. At 1540 on 29 January loading was completed.

C.B. George

C.B. George, Lt. USNR.

30-31 January 1945

At 0844 30 January got underway for Eniwetok, Marshall Islands, in accordance with COMSERPAC Dispatch 282105 of January 1945. At 1000 with Diamond Head Light bearing 061.5° True and Barber's Point Light bearing 298.5° True, took departure from Honolulu, T. H. At 1204 commenced practice AA firing on towed sleeves in area W-12 south of Oahu. At 1310 secured firing having expended 1720 rounds 20 mm; 20 rounds 5"38 AAC. At 1600 commenced zigzagging on Plan #23. At 1050 on 31 January retarded clocks ½ hour to keep zone plus 10 time. At 1630 and 1830 clocks were retarded ½ hour at each time, and we now kept zone plus 11 time.

Positions:

Date	0800	1200	2000
30	Lat.	20°-37' N	19°-52' N
	Long.	157°-58' W	159°-13' W
31	Lat. 19°-59.5' N	19°-49' N	19°-29.5' N
	Long. 162°-25' W	163°-44' W	165°-58' W

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C.B. George, Lt. USNR.

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War Diary

Month of February 1945

CONFIDENTIAL

Zone Plus 11

At Sea

1 February 1945.

Enroute Eniwetok Island in accordance with COMSERVPAC Dispatch 282105 as modified by COMSERVPAC Dispatch 301945. This ship assigned to Service Squadron 8-5th PacFlt. Traveling alone at standard speed of 17.5 knots, 100 RPM, zigzagging on plan #23 USFIOA using base course of 261°T, 262°PGC, 245°PSC. Ship in material condition "B", readiness condition 3. At 1200 c/c to 258°T, 260°PGC, 242°PSC. At 1812 set usual sunset condition of readiness 1, material condition "A". 1818 Exercised crew at Fire Drill. 1901 Secured from General Quarters and drills.

Positions:	0800	1200	2000
Lat.	18°59'N	18°49'N	18°23'N
Long.	169°00'W	170°06.5'W	172°13.5'W

C.B. George
C.B. George, Lt. USNR.

Zone Plus 12

2-5 February 1945.

Steaming enroute Eniwetok Island, Marshall Islands on various courses to conform to routing. Zigzag plan #23 USFIOA used intermittently. Average speed about 17 knots. Weather and sea conditions favorable. Various drills were held daily. On 4 February changed to minus 12 zone time.

Positions:	0800	1200	2000
Date Lat.	17°44.5'N	17°30.5'N	17°01.5'N
2 Long.	175°20'W	176°24'W	178°59.5'W

3 Crossed 180°Meridian and skipped this date.

4 Lat.	16°13'N	15°54'N	15°13'N
Long.	177°39.5'W	176°29'E	174°20.5'E

5 Lat.	14°17.5'N	13°57'N	13°08'N
Long.	170°57'E	169°43'E	167°07'E

C.B. George
C.B. George, Lt. USNR.

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Zone Minus 11

At Sea

6 February 1945.

Enroute Eniwetok on base course 253°PGC, 252°T, 238.5°PSC speed 17.3 knots, 103.5 RPMs. Zigzag plan #11 in effect. At 0950 Ceased zigzag, resumed base course of 248°PGC, 247°T which was changed as of 0400. At 1318 sighted land bearing 308°T. At 1340 took arrival at Eniwetok, Marshall Islands. At 1710 Anchored in berth 10, anchorage "A", in 25 fathoms of water using 90 fathoms of chain. At 1915 rescued two men from capsized small boat just off starboard bow. Men were uninjured and returned to ship by USN launch 8288. Changed to Minus 11 Zone time.

C.B. George

C.B. George, Lt. USNR.

7-12 February 1945.

Anchored as before in berth 10, anchorage "A", Eniwetok Atoll, Marshall Islands. Awaiting further orders to proceed to next port.

C.B. George

C.B. George, Lt. USNR.

13 February 1945.

Anchored as before. At 1524 Underway enroute in accordance with sailing orders A4-3/JH B/WDC dated 13 February 1945 received from Port Director, Eniwetok. At 1957 took station in Convoy, this ships position #12, speed set at 57 RPM.

Position: 2000
Lat. 11°07'N
Long. 162°00'E

C.B. George

C.B. George, Lt. USNR.

14-16 February 1945.

Enroute Guam Island in accordance with Port Director Navy 3237 Sailing Orders A4-3 dated 13 February 1945. OTC on AP76. Routine daily drills and exercises. Weather and sea favorable, steaming at approximately half speed, 50 RPM.

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14-16 February 1945 (Cont.).

Positions:

Date	0800	1200	2000
14 Lat.	11°33'N	11°40'N	11°59'N
Long.	159°59'E	159°15'E	157°46.5'E
15 Lat.	12°22'N	12°31'N	12°44'N
Long.	155°50'E	155°11'E	153°52'E
16 Lat.	13°03'N	13°11.5'N	13°21.5'N
Long.	151°55'E	151°12.5'E	149°53'E

C.B. George

C.B. George, Lt. USNR.

Zone Minus 10

17-18 February 1945.

Steaming as before in Convoy. At 1900 on 17th set clocks back one hour to Minus 10 Zone time. Average speed same, weather and sea favorable. At 0730 on 18th ship stopped due of Engine room derangement. At 0738 Engine room reported ready to answer all bells. At 1450 Navy pilot boat #28 came alongside to deliver orders. For remainder of day ship stood off Apra Harbor Guam steering various courses and speeds using zigzag plan #7. At 1647 with Orote Point light bearing 099° PGC, 098°T, distance 2 miles, took departure for Tinian Island, Marianas Islands with DE 697 (USS GEORGE) as escort in accordance with orders from Port Director, Guam, orders PDG 362 dated 18 February 1945. Set course at 021°T, 023°PGC standard speed 9 knots using zigzag plan #7 USFIOA.

Positions:

Date	0800	1200	2000
17 Lat.	13°33.5'N	13°38'N	13°42'N
Long.	148°03'E	147°22'E	146°05'E
18 Lat.	13°36'N	13°28'N	13°53'N
Long.	144°40'E	144°34'E	144°44'E

C.B. George

C.B. George, Lt. USNR.

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19 February 1945.

Enroute Tinian Island as before. At 0435 sighted light on southern end of Saipan Island. 0515 land identified as Aguijan Island sighted bearing 055°T. At 0815 took arrival at Tinian, Marianas Island. Pilot boarded and Conned ship to Anchorage in Berth F-26 Tinian Harbor. At 1200 LCM T60 alongside with CB working crew. At 1259 Unloading operations started at holds #2, 3, & 4. Unloading continued throughout rest of day.

C.B. George
C.B. George, Lt. USNR.

20 February 1945.

Anchored as before. At 1035 Underway enroute to Saipan Island Harbor, Marianas Islands, in accordance with visual dispatch from Port Director, Tinian, 192130. At 1155 took arrival at Saipan Harbor. At 1330 Anchored in Saipan Harbor, Berth L-47 in 14 fathoms of water. Weather good.

C.B. George
C.B. George, Lt. USNR.

21-23 February 1945.

Anchored as before awaiting further orders.

C.B. George
C.B. George, Lt. USNR.

24-25 February 1945.

Anchored as before. At 0733 Underway to Berth L-51 for refueling in accordance with verbal orders from Port Director, Saipan. 0835 tied up starboard side to port of IXL40, USS Quiros. At 1340 Completed fueling, underway to return to Anchorage. At 1445 Anchored in Berth L-47, Saipan Harbor.

C.B. George
C.B. George, Lt. USNR.

26 February 1945.

Anchored as before. At 0639 Underway in accordance with Commander Task Group 50.8 dispatch 24220 dated 25 February 1945. DD 365, USS Cummings as escort. Average

U. S. S. LAKEWOOD VICTORY (AK-236)

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26 February 1945 (Cont.)

speed 15 knots, zigzag plan #5 and 6 intermittently. Weather and sea favorable.

Positions:	0800	1200	2000
Lat.	15°14'N	15°51'N	17°53'N
Long.	145°21'E	144°40'E	143°50'E

C.B. George
C.B. George, Lt. USNR.

27 February 1945.

Underway enroute Iwo Jima. At 1124 sighted mine broad on starboard beam distance 400 yards. Weather and sea favorable.

Positions:	0800	1200	2000
Lat.	20°20'N	20°59'N	22°30'N
Long.	142°05'E	141°57.5'E	142°08'E

C.B. George
C.B. George, Lt. USNR.

28 February 1945.

Steaming as before. At 0656 sighted land bearing 014°T, star shells and flares observed. 0800 Mount Suribachi west tangent bearing 343°PGC distance 3.75 miles. At 1000 Commenced discharging cargo to CA37 and DD552. 1729 Secured unloading, underway to rendezvous area. 1910 joined formation for retirement.

Positions:	0800
Lat.	24°55'N
Long.	141°10'E

C.B. George
C.B. George, Lt. USNR.

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U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

Zone Minus 10

At Sea

1 March 1945.

Steaming in accordance with Commander Task Force Dispatch 280530 OTC in USS Nevada, BB36. Zigzag plan #6 USFIOA effective. Various courses and speeds to remain in retirement area. At 0213 Escort made submarine contact and dropped depth charges, emergency turn 90° to right made. At 0221 Submarine contact lost. At 1242 Flash Red Control Green received from escort. Set Condition I, material Condition Able. 0247 escort reported formation under attack. 0251 c/c to 218°T. At 0245 Flash Red Control Yellow. At 0302 c/c to 218°T. 0309 c/c to 135°T. 0324 c/c to 153°T. At 0330 Commenced zigzagging on plan #6. At 0336 land sighted on port bow identified as "Kito", Iwo Jima Island. Average speed 80 RPM. 0432 OTC signalled Flash White Control Green. 0435 Secured from General Quarters. At 0640 Formation dispersed on orders from OTC. Proceeded to reach rendezvous point 3500 yards bearing 157°T from point Mount Suribachi. 0925 Commenced discharging into LCM's on port side. At 0925 USS Salt Lake City along starboard side. Due to heavy swell the shell plating in Bos'n Store-room, frame 7, on port below forecastle deck, was ruptured; 2"x6" hole. Also #1 life raft was torn off its support and fell between ships. USS Salt Lake City cleared side to receive ammo by LCM's due heavy swell. At 1730 Ceased unloading. 1802 underway to rendezvous for retirement. 1856 Arrived at rendezvous, joined formation with OTC in USS Nevada, BB36. Underway in retirement area.

Positions: 2000
Lat. 24°55.5'N
Long. 141°01.5'E

C.B. George
C.B. George, Lt. USNR.

2 March 1945.

Steaming in retirement area as before. At 0306 screen had sonar contact. Various tactical courses were steered and zigzag plan #6 used intermittently. 0413 star shells on Iwo Jima sighted. At 0750 returned to assigned area for discharging. At 0920 Commenced discharging cargo, from holds #3 and #4. At 1234 Ceased discharging. At 1755 underway to rendezvous area. At 1844 arrived in area and joined formation with OTC in USS Nevada bearing 025°T, distance 3000 yards. Weather fair, sea moderate with swell.

Positions: 2000
Lat. 24°54'N
Long. 141°00'E

C.B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

3 March 1945.

Steaming as before in retirement area on various courses and speeds to conform to tactical movements under OTC in USS Nevada, BB36. At 0436 sighted star shells on Iwo Jima. 0750 reached assigned area for discharging cargo at 3500 yards bearing 157°T from Mount Suribachi. At 0810 received working party from BB42, USS Idaho and commenced discharging cargo. At 1730 Ceased discharging cargo. 1901 Arrived at rendezvous for retirement. Occasional rain squall, sea moderate.

Positions: 2000
Lat. 24°57'N
Long. 141°05'E

C.B. George
C.B. George, Lt. USNR.

4 March 1945.

Underway in retirement area under OTC in USS Nevada, BB36. 0643 proceeded independently to discharging area. 0715 arrived in area assigned 3500 yards from Mount Suribachi bearing 157°T. 0805 Commenced unloading from #5 hold. At 1400 ramp of LCM ruptured side of ship at frame 141 port in upper 'tween deck of #5 hold. Hole was 1"x7". At 1720 Ceased unloading. At 1730 proceeded to rendezvous 7 miles from Mount Suribachi. 1841 Arrived and joined formation with OTC in USS Nevada, BB36, bearing 025°T, distance 3000 yards.

Positions: 2000
Lat. 24°52'N
Long. 141°02'E

C.B. George
C.B. George, Lt. USNR.

5 March 1945.

Steaming in retirement area with OTC in USS Nevada, BB36. At 0730 Arrived in discharging area. At 0805 Commenced unloading. At 0917 USS Evans, DD552 ruptured and dented shell plating at frame 44 upper 'tween deck #2 hold. The hole was 6"x6". At 1708 Ceased discharging cargo. 1712 proceeded to rendezvous area. At 1850 arrived in area and joined formation with OTC in USS Nevada, BB36.

Positions: 2000
Lat. 24°55'N
Long. 141°06'E

C.B. George
C.B. George, Lt. USNR.

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6-8 March 1945.

Routine operations of unloading until approximately 1700 then securing and retiring with other ships until return to discharge area at daylight to resume unloading operations. Heavy swell caused light operation damage, none of which was of major importance or affected the operation of the ship. At 1830 Underway enroute Ulithi, Caroline Islands in accordance with CTF 51 dispatch 080648 dated 8 March 1945. Set course at 203°T, speed 15 knots. Escort and OTC in USS Thomas D. Fraser, DM24.

Positions: 2000

Date

6 Lat. 24°55'N
Long. 141°07'E

7 Lat. 24°30'N
Long. 141°03'E

8 Lat. 24°22'N
Long. 141°09'E

C.B. George

C.B. George, Lt. USNR.

9-10 March 1945.

Steaming enroute Ulithi Islands with escort DM24. Weather and sea favorable.

Positions: 0800 1200 2000

Date

9 Lat. 21°19.5'N 20°18'N 18°18'N
Long. 141°04.5'E 141°06'E 140°46'E

10 Lat. 15°22'N 14°24.5'N 12°38'N
Long. 140°20'E 140°18'E 140°10'E

C.B. George

C.B. George, Lt. USNR.

11 March 1945.

Steaming as before enroute Ulithi Island, Carolines. At 0733 took arrival at Ulithi Atoll. At 0750 LCI 346 collided with port quarter and cracked weld in after end of steering engine room at 34' draft. At 0842 anchored near Berth 528 Urushi Anchorage Ulithi in 18 fathoms of water.

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11 March 1945 (Cont.).

At 1755 began discharging cargo into LCT87 in port side. At 2010 Flash Red received. Set Condition I. Made preparations for getting underway. At 2058 Flash White. At 2219 Commenced discharging cargo. 2345 Secured from discharging cargo.

C.B. George

C.B. George, Lt. USNR.

12-15 March 1945.

Anchored

Anchored as before continuing unloading operations into various small craft and light vessels. During this period there were numerous Flash Red's and Blue's but none ever resulted in any action in the area this ship occupied. On the 14th this ship was ordered to anchor in Berth 325 southern Anchorage. This was accomplished by 1550. Unloading continued rest of period.

C.B. George

C.B. George, Lt. USNR.

16 March 1945.

Anchored as before in Berth 375 southern Anchorage. At 1222 underway to northern Anchorage to go alongside USS Arkansas, BB33, to discharge cargo. At 1535 moored to port side BB33, in Berth 24. Commenced unloading but due to heavy shells it was necessary to clear the side and stand-by until arrangements could be made to unload into LCT387 after anchoring in Berth 25. Secured unloading at 2233.

C.B. George

C.B. George, Lt. USNR.

17 March 1945.

Anchored in Berth 25 as before. At 1135 changed anchorage to Berth 466 northern Anchorage. No further operations.

C.B. George

C.B. George, Lt. USNR.

18 March 1945.

Anchored in Berth 466. At 1051 Air Flash Red received, set Condition I. At 1110 Air Flash White. Secured from General Quarters. At 1702 underway to go alongside AK231, USS Bedford Victory in Berth 548. At 1825 Moored port side to on starboard side. At 2030 Commenced discharging cargo.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

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19 March 1945.

Moored port side to AK231 as before. At 0200 Completed discharging cargo from #1 hold. At 0609 Underway from AK231. At 0830 Anchored in Berth 548 Northern Anchorage Ulithi. At 1525 DD792 USS Callaghan alongside. At 1630 Commenced discharging ammo. At 1715 USS Callaghan DD792 cleared side. Secured from unloading. Weather stormy with showers and variable winds.

C.B. George
C.B. George, Lt. USNR.

20 March 1945.

Anchored in Berth 548 as before. At 0800 Discharging cargo to DD584. At 1048 Flash Red received, set Condition I. At 1118 Flash White; secured from General Quarters. At 1355 DD584 cleared side. At 1730 Commenced discharging ammo into LCVP for APD47. At 1836 secured from unloading.

C.B. George
C.B. George, Lt. USNR.

21-31 March 1945.

Anchored in Ulithi Anchorage Western Caroline Islands. Routine operation of unloading ammo cargo to various small craft and large combatant ships. During this period it was necessary to shift berth several times to go along large vessels such as battleships, to discharge cargo. There were numerous Air Flash Red's and Blue's but no action in the area of this ship. took place. There were periods of heavy rain and variable winds but none of operational significance.

C.B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

2 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of April 1945,
submission of.
Reference: (a) PacFlt Conf. ltr. 1CL-45.
Enclosure: (A) Subject named report.

1. In accordance with reference (a), the War
Diary for the month of April 1945 is submitted herewith.


E. H. PETRELIUS.

Copy to:
CinCPac.
ComServRonEight.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

Zone -10

In Port

1-2 April 1945

Vessel attached to 8th. Service Squadron, Fifth Pacific Fleet, and was anchored in Berth 162, Northern Anchorage, Ulithi, Western Caroline Islands, under the command of Comdr. E. H. Petrelus, USNR.

C. B. George

C. B. George, Lt. USNR.

3-22 April 1945

Entire period from 3 April to 22 April ship was at sea in various task groups and units participating in the Okinawa operation. At 1553 on 3 April, got underway for rendezvous in Lat. 22°15'N, Long. 132°30'E - 1200 6 April as part of Task Unit 50.8.5 in accordance with ComServRon10 OP Dispatch dated 020719. Unit composed AK236, USS Lakewood Victory; AO34, USS Chicopee; AO54, USS Chikaskia; AO69, USS Enoree; and CTU Captain F. S. Gibson, USNR, in AO24, USS Platte with escorts DE743, USS Lamons; DE302, USS Lyman. At 1700 took departure from Ulithi with North Tangent, Lam Island, bearing 308°T, distance 8 3/4 miles and Steel Tower Asor Island, bearing 038°T, distance 5 1/2 miles. At 1807 Task Unit formed in circular cruising formation with fleet course and axis 330°T, USS Platte, AO24, OTC and guide bearing 040°T, from this vessel. Standard speed 13.5 knots, 75 RPM. At 1813, commenced zigzagging on Plan #6. At 1000, on 4 April, retarded clocks 1 hour to keep zone minus 9 time. At 1527, DE743, USS Lamons took off appendicitis patient from this vessel. During this operation, convoy speed was reduced and course changed. At 1400, on 5 April, special gunnery drills and instructions were carried out for all hands. At 0713, on 6 April, speed was reduced to 9 knots, 48 RPM when AO34, USS Chicopee experienced difficulty in maintaining position. At 0744, AO34 regained position and standard speed was resumed. At 0509 on 7 April, 2 Essex class carriers with escorting destroyers were sighted on crossing course starboard to port astern. At 0524, course was changed to 060°T and standard speed reduced to 10 knots, 60 RPM. Fueling formation was ordered. At 0538, took station on starboard side of Task Unit, 2000 yards astern of AO54, USS Chikaskia. 0615, commenced fueling operations. 0716, sighted floating mine on port bow, distance 2500 yards. DD302 was designated by OTC to investigate and destroy. At 0820, large convoy was sighted bearing 300°T, distance 15 miles. At 0910, fueling operations were completed and formation was closed up, this ship taking position 220°T,

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

3-22 April 1945 (Cont.)

1000 yards from OTC in AO24. At 1020 joined Task Group 50.8 and took position 240°T, distance 1200 yards from AK230, USS Manderson Victory. Course and axis 065°T, standard speed 10 knots, OTC in AE3, USS Lassen. At 1530 on order of OTC this vessel took position 315°T, 4000 yards from Fleet Guide, USS Lassen. On 8 April at 0645 vessel took position on left flank of formation in position #12, 1200 yards astern of AO73, USS Millicoma. These continual shiftings of position within the Task Group were necessitated by the breaking off at various times of vessels and units assigned to replenish combat vessels with fuel, ammunition, etc. Formation guides were also constantly being changed, and it is considered unnecessary to mention all of various changes and shiftings with Task Group 50.8. However, on 9 April at 0100 OTC became USS Detroit, CL8, and, although formation guide varied, OTC remained unchanged for the unit of the Task Group to which this vessel was attached. At 1835 on 11 April took assigned position in new formation composed of the following ships detached from Task Group 50.8 to form Task Unit 50.18.52 and proceed from vicinity Lat. 24°10'N, Long. 131°00'E, about 2400 Item, 11 April, to Kerama Retto in accordance with CTG 50.8 OP Order 8-0-02-00: COMDESDIV 10 Captain Stout in USS Dewey, DD349, with USS Aylivin, DD355, USS Lamons, DE473, USS Monongahela, AO42; USS Taluga, AO62, USS Lakewood Victory, AK236; USS Manderson Victory, AK230. Formation consisted of 2 columns with fleet axis 300°T, interval and distance 1200 yards. Right column AO62 and AK230. Left column AO42, AK236. AO42 Unit guide. Standard speed 12 knots, 71 RPM. At 0716 on 12 April standard speed was increased to 13 knots, 80 RPM, and unit commenced zigzagging on Plan #6. At 0751 bogey was reported by OTC bearing 126°T, distance 36 miles. Set Condition I, material condition Able. 0815 OTC secured ships from General Quarters. At 1759 escort reported sub contact 2000 yards on port beam of formation. Unit executed 60° emergency turn to starboard. At 1815 executed a 60° emergency turn to port and resumed base course. At 1830 this vessel went to General Quarters as part of evening alert. Fire drills were held. At 1910 secured from General Quarters. At 0400 on 13 April sighted star shells bearing 330°T and believed to be over Okinawa. At 0500 set Condition I, material condition Able and increased standard speed to 14 knots, 80 RPM as bogies reported within 50 miles. At 0601 sighted Okinawa bearing 348°T, distance 20 miles. At 0609 secured from General Quarters. At 0625 Kerama Retto group was sighted bearing 320°T. At 0753 column open order was formed, distance 1200 yards between ships. At 0820 with south tangent, Koba Shima, bearing 303°T; south tangent Moya Shima bearing 034°T, took arrival at Kerama Retto, Nansei Shoto. 0839 Detached from Task Unit 50.18.52 to proceed independently and at 0852 passed through Kerama Harbor south submarine nets. At 1025 we moored port side to USS Colorado, BB45, in Berth K19, Kerama Kaikyo. At 1150 commenced

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

3-22 April 1945 (Cont.)

discharging ammunition to LST 735 which moved to our starboard side. At 1846 LCM, PA45-24, came along starboard side to act as smoke boat. At 2135 unloading operations ceased and all holds were secured. At 2150 LST 735 got underway from starboard side. At 2207 this vessel backed down from USS Colorado to allow her to shift anchorages. At 2231 anchored in Berth K-19.

Following flash conditions for 13 April are summarized:

- 1747 Flash Red. Control Green.
- 1804 Flash White.
- 1837 Flash Red. Control Green.
- 1908 Flash White.

At 0614 smokeboat was recalled by CTG 51.15. At 0755 LST735 moored to starboard side. At 0935 commenced unloading ammunition to LST735 and various smaller craft (LCT's, LCM's, etc.). At 1510 DD682, USS Porterfield moored to port side LST735 to receive ammo. At 1644 DD583, USS Hall moored to port side this vessel to receive ammo. At 1800 USS Hall got underway and at 1813 USS Porterfield got underway. At 1853 LCVPL20-6 reported for smoke duty. At 2110 all holds were secured and at 2116 LST735 got underway.

Following flash conditions for 14 April are summarized:

- 0410 Flash Red. Control Yellow.
- 0434 Flash White.
- 0855 Flash Red. Control Green.
- 0914 Flash Blue.
- 0934 Flash White.
- 1113 Flash Red. Control Green.
- 1139 Flash Blue.
- 1153 Flash White.
- 1924 Flash Red. Control Green.
- 2030 Flash White.

At 0612 on 15 April smokeboat was recalled. At 0652 LST735 moored to starboard side. At 0710 commenced discharging ammunition to LST735 and smaller craft. At 0829 CL62, USS Birmingham, moored to port side to take ammo. At 0905 LST735 got underway. At 1355 LST999 moored to starboard side. At 1425 CL62 got underway from port side. At 1505 DM30, USS Shea, moored to port side. At 1915 LST999 got underway and at 2105 DM30 got underway. At 2225 secured holds.

Following flash conditions for 15 April are summarized:

- 1908 Flash Red. Control Green.
- 2225 Flash White.

At 0728 on 16 April LST701 moored to starboard side and at 0737 DM31, USS Ditter moored to port side. Commenced daily discharging of ammunition to mentioned ships and various smaller craft. 1013 DM31 got underway and at

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War Diary

CONFIDENTIAL

3-22 April 1945 (Cont.)

1100 DD522, USS Luce, moored to port side. 1159 DD522 got underway from port side. At 1900 smokeboat reported for duty.

Following flash conditions are summarized for 16 April:

- 0301 Flash Red. Control Green.
- 0318 Flash Blue.
- 0342 Flash Red. Control Green.
- 0450 Flash Blue.
- 0850 Flash Red. Control Green.
- 1035 Flash Blue.
- 1834 Flash Red. Control Green.
- 2001 Flash Blue.
- 2013 Flash White.
- 2045 Flash Red. Control Green.
- 2115 Flash White.

At 0115 on 17 April all holds were secured and condition II watch was set. At 0630 smokeboat was recalled. At 0750 unloading operations began to LST701 and various smaller craft. At 1815 LCM36 reported for smoke duty. At 2039 all holds were secured and condition II watch set. At 2117 LST701 got underway.

Following flash conditions for 17 April are summarized:

- 2105 Flash Red. Control Green. Smoke cover ordered by OTC and smokeboats began laying screen.
- 2304 Flash White. Secured smoke coverage.

At 0708 on 18 April commenced discharging ammo to various small craft. At 1130 LST918 moored to starboard side to receive cargo. At 1500 barometer was noted falling steadily and wind was rising. At 1822 smoke boat reported for duty. Barometer continued to fall slowly.

Following flash conditions for 18 April are summarized:

- 1922 Flash Red. Control Green. CTG 51.15 ordered smoke coverage laid by all smokemaking craft.
- 2105 Flash White.
- 2222 Flash Blue.
- 2235 Flash White.

At 0358 on 19 April LST918 got underway from starboard side to avoid damage to both vessels as heavy wind and increasing sea were causing ships to roll into each other. At 0605 smokeboat was recalled. Ammunition was discharged all night to various small craft. At 1112 LST999 moored to starboard side to receive ammo. At 1505 all loading was secured because of heavy rain. A marked wind shift and a rising barometer were noted. At 1510 to avoid damage due to rolling of vessels, LST999 got underway. At 1558 resumed unloading operations to small craft. At 1706 secured all holds. At 1912 smokeboat reported for duty, and at 1950 Condition II watch was set. For the first day since arrival in Kerama Retto no flash conditions were observed for a 24 hour period, but weather hampered unloading. At 0605 on 20 April ship got underway

U. S. S. LAKEWOOD VICTORY (AK-236)

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CONFIDENTIAL

3-22 April 1945 (Cont.)

to shift berth in accordance with CTG 51.15 visual orders dated 190620. At 0731 anchored in Berth K-97 (350°T, 300 yards from center, as ordered) in Kerama Kaikyo. At 0809 LST918 moored to starboard side. At 0830 LST999 moored to port side, and unloading operations were begun. At 1715 LST999 got underway from port side. At 1855 all holds were secured and hatch covers wet down. At 1904 smoke coverage was begun by smokeboats on orders of CTG. LST918 afforded excellent coverage for both vessels with smoke machine. At 2005 one man at work in Bosn's Locker was overcome by protective smoke and was treated in sick bay, and at 2030 smoke forced abandonment of forward guns. At 2044 smoke making was stopped but resumed again at 2131. At 2145 smoke making was ceased and Condition II watch set.

Following flash conditions for 20 April are summarized:

- 0430 Flash Blue. Control Yellow.
- 0510 Flash White.
- 1841 Flash Red. Control Green.
- 2145 Flash Blue.

At 0025 on 21 April unloading operations were resumed. At 0055 unloading was secured to be resumed at 0200 and again secured at 0315. At 0603 LST918 got underway. At 1133 commenced discharging cargo to small craft. At 1405 LST918 moored to starboard side and at 1440 LST735 moored to port side. At 1658 DM23, USS Robert H. Smith, moored outboard of LST918 and at 1842 got underway after receiving ammo. At 1845 smokeboat reported for duty and at 2013 all holds were secured and smoke coverage was ordered. At 2240 smoke coverage was ceased and at 2306 unloading operations were resumed.

Following flash conditions for 21 April are summarized:

- 0055 Flash Blue.
- 0057 Flash Red. Control Yellow.
- 0135 Flash White.
- 0911 Flash Blue.
- 0947 Flash White.
- 1955 Flash Blue.
- 2013 Flash Red. Control Green.
- 2055 Flash Blue.
- 2150 Flash Red. Control Green.
- 2301 Flash White.

At 0014 on 22 April all holds were secured. At 0640 began receiving cargo from LST918. At 0702 LST735 got underway. At 1000 a board of investigation, of which Comdr. H.B. Abrahamson, USNR, USS Colorado, was senior member, convened on board by order of COMBAT DIV4 to inquire into the cause for explosion of tank of 16 inch powder on the USS Colorado, which tank was supplied by this vessel. At 1330 board of investigation completed work and left the ship. At 1400 all unloading operations were secured. At 1758 LST918 got underway, and at 1855 smokeboat reported for duty. At 1903 while

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War Diary

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3-22 April 1945 (Cont.)

in Condition I, Red Flash Condition, a Japanese Val was sighted in a suicide dive on USS Swallow, AM65. AM65 was on picket duty outside sub nets, bearing 290°T, distance 4 miles. The enemy plane was approaching on a crossing course and heading for the harbor when it suddenly changed course 90° and plunged straight down into Swallow. Swallow was hit amidships and capsized quickly. At 1907 smoke coverage was ordered by CTG and rudder and engines were used by this vessel to keep into wind and get maximum smoke protection. At 2300 LST918 moored to starboard side to receive cargo.

Following flash conditions for 22 April are summarized:

0137 Flash Red. Control Yellow.
0235 Flash Blue.
0258 Flash White.
0709 Flash Red. Control Green.
0731 Flash Blue.
0825 Flash Red. Control Green.
0851 Flash White.
1748 Flash Red. Control Green.
2029 Flash White.

Positions for Operation.

Date	0800	1200	2000
3	Lat. Long.		10°24'N 139°39'E
4	Lat. 12°43.5'N Long. 138°14'E	13°44'N 137°42'E	14°47'N 136°51.5'E
5	Lat. 17°00'N Long. 135°47'E	17°45'N 135°19'E	19°17'N 134°28.5'E
6	Lat. 21°34'N Long. 133°04'E	22°12.5'N 132°41'E	23°26'N 133°02'E
7	Lat. 24°42'N Long. 133°26'E	24°48'N 133°39'E	25°13'N 134°41.5'E
8	Lat. 24°23'N Long. 133°15'E	24°45'N 133°55'E	24°55'N 132°48.5'E
9	Lat. 24°23'N Long. 133°03'E	24°33'N 133°43'E	24°54'N 134°45'E
10	Lat. 24°23'N Long. 133°14'E	24°07'N 132°39'E	23°22'N 131°23'E

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

3-22 April 1945 (Cont.)
Positions for Operation.

Date	0800	1200	2000
11	Lat. 23°30'N Long. 132°20'E	23°38.5'N 131°42'E	23°57'N 130°35.5'E
12	Lat. 23°05.5'N Long. 130°35.5'E	23°41.5'N 130°27'E	24°46'N 129°36'E
13	Lat. 26°02'N Long. 127°24'E	Kerama Retto	

C.B. George
C.B. George, Lt. USNR.

23 April 1945-28 April 1945

At 0010 on 23 April unloading operations were resumed and at 0315 all holds were secured. At 0645 LST918 got underway. At 0842 this vessel got underway as part of Task Unit 51.15.25 in accordance with CTG Dispatch, dated 222115.

Following flash conditions for 23 April are summarized:

0025 Flash Red. Control Green.
0052 Flash White.
0207 Flash Blue. AA tracer fire sighted.
0302 Flash White.

Flash conditions have been summarized in order to show the delay caused to unloading operations. Upon receipt of Flash Red or Flash Blue, all holds were secured and Condition I was set. At sunset Condition II watches were automatically set. On receipt of Flash White all holds had to be reopened and unloading begun again only to secure perhaps 10-60 minutes later for a more dangerous flash condition. At 0936 on 23 April vessel cleared south submarine nets, Kerama Kaikyo, and at 0950 with south tangent, Koba Shima, bearing 308°T and east tangent, Moye Shima, bearing 022°T, took departure from Kerama Retto. Set course 136°T, standard speed 9 knots, 55 RPM. Took position in Task Unit 51.15.25 bearing 227°T, distance 1200 yards from OTC in AO66, USS Atascosa. At 1405 sighted Carrier Task Force bearing 100°T. At 2110 escort reported sub contact and Task Unit made 45° emergency turn to port. At 2116 made another 45° emergency turn to port. At 2122 made 45° emergency turn to starboard. At 2132 made emergency 45° turn to starboard. At 2308 same four movements were repeated and base course was resumed at 2330. At 0700 Task Group was sighted bearing 150°T, distance 14 miles. Courses and speeds were altered, and Task Unit 51.15.25 joined Task Unit 51.15 at 1200. At 0600 this vessel was detached to proceed to Ulithi

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

23 April 1945 (Cont.)

as part of Task Unit 50.18.6 in accordance with CTU 50.18.6 Orders 240510. The unit consisted of USS Cowanesque, AO79, OTC and guide, position #21. AO60, USS Nantahala, position #11. AO66, USS Atascosa, position #31. AK230, USS Manderson Victory, position #12, AO22, USS Cimarron, position #22. AK236, USS Lakewood Victory, position #32. AO27, USS Kaskaskia, position #13. AE3, USS Lassen, position #23. SS Whitehouse, merchant tanker, position #33. At 0545 on 25 April standard speed was increased to 13.5 knots, 80 RPM, and zigzagging was commenced on Plan #12. At 0604 convoy was sighted on course 325°T, bearing 221°T, distance 13 miles. At 0934 took position astern of AO66 in station #32, bearing 264°T from AO22, distance 1000 yards. At 1812 Unit made emergency turn 45° to starboard and at 1825 several depth charge patterns were laid by escorts on port wing of unit. At 1840 base course was resumed and at 1845 zigzagging on Plan #12 was resumed. At 1943 on 26 April a skunk was reported by OTC bearing 057°T, distance 16 miles. No further contacts were reported. On 27 April at 2100 clocks were advanced 1 hour to keep zone minus 10 time. At 0336 on 28 April land was sighted bearing 150° to 170°T and identified as Ulithi Islands. Distance was 6 miles. At 0344 Zigzag was ceased and at 0347 single column of ships of Task Unit was formed for entering harbor. This vessel's position fifth in column and behind #4, AO66, USS Atascosa. At 0606 Falalop Island was abeam to starboard distance 5 miles. At 0630 with Steel Tower, Asor Island, bearing 017°T and north tangent, Iar Island, bearing 097.5°T, took arrival at Ulithi, Western Caroline Islands. Ordered OTC to proceed independently. At 0630 cleared Mugai Channel submarine nets. At 1112 Flash Red, control yellow was received. Set Condition I, material condition Able. At 1132 Flash White was received and we secured from General Quarters. At 1135 vessel anchored in Berth 163, Northern Anchorage, Ulithi.

Positions:

Date	0800	1200	2000
23	Lat. Kerama	25°43'N	24°55'N
	Long. Retto	127°44'E	132°30'E
24	Lat. 24°40'N	25°00'N	24°01'N
	Long. 132°09'E	131°10'E	131°51'E
25	Lat. 21°30'N	20°26.5'N	18°55.5'N
	Long. 132°05'E	132°13'E	132°57'E
26	Lat. 16°44.5'N	16°01.5'N	14°39'N
	Long. 134°36'E	135°09'E	136°08'E

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

23 April 1945 (Cont.)

Positions:

Date

0800

1200

2000

27

Lat. $12^{\circ}45.5'N$ $12^{\circ}13'N$ $11^{\circ}03'N$
Long. $137^{\circ}23.5'E$ $137^{\circ}49.5'E$ $138^{\circ}41.5'E$

28

Lat. Ulithi,
Long. Western Carolines

C.B. George
C.B. George, Lt. USNR.

29-30 April 1945

At anchor in Berth 163, Northern Anchorage, Ulithi.

C.B. George
C.B. George, Lt. USNR.

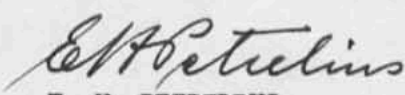
U. S. S. LAKEWOOD VICTORY (AK-236)

2 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of May 1945,
submission of.
Reference: (a) PacFlt Conf. ltr. 1CL-45.
Enclosure: (A) Subject named report.

1. In accordance with reference (a), the War
Diary for the month of May 1945 is submitted herewith.


E. H. PETRELIUS.

Copy to:
CinCPac.
ComServRonEight.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

Month of May 1945

CONFIDENTIAL

Zone Minus 10

In Port

1-19 May 1945.

Ship was attached to Service Squadron 8, Fifth Pacific Fleet. Vessel was anchored in Berth 163, Northern Anchorage, Ulithi, Western Caroline Islands, under the command of Commander E. H. Petrelius, USNR. At 0906 on 5 May AA practice firing was carried out on towed sleeves, ship remaining in berth. How, Uncle, Baker, and George runs were made and the following ammunition expended: 45 rounds 3"50 AAC; 37 rounds 5"38 AAC; 1740 rounds 20 mm. At 1055 practice firing was secured and at 1126 ship got underway to shift berth in accordance with COMSERVRON 10 Dispatch 030740. At 1155 vessel anchored 340 yards from center of Berth 172, Northern Anchorage. At 1626 on 10 May the Norwegian merchant ship SS Gundrun Maersk moored to starboard side to receive ammunition. At 1801 commenced discharging ammo from #2 hatch. At 1850 secured unloading and covered hold. At 1910 SS Gundrun Maersk got underway from starboard side. At 0720 on 11 May Maersk again moored to starboard side to receive ammo and at 1515 discharging was completed. At 1530 Maersk got underway. At 1030 on 12 May got underway to shift berth in accordance with verbal orders of COMSERVRON 10 and at 1040 anchored 210 yards, 200⁰T from center of Berth 172, Northern Anchorage. At 1128 received Flash Red, Control Green. Set Condition I, material condition Able. At 1152 Flash White was received and secured from General Quarters. Set Port Watch, material condition Baker. At 1500 on 14 May LCT 1132 received small quantity of ammo from this vessel. At 1854 Condition of Readiness II was set for hours of darkness in accordance with TBY Orders, COMSERVRON 10. At 0815 on 15 May an inspection of 12"45 powder was begun at #2 hatch and at 1425 ammo was discharged to LCT 928. At 2003 completed discharging of ammo to LCT 928 which got underway at 2053. At 0855 on 16 May SS Monroe Victory, merchant cargo ship, moored to starboard side to receive ammunition. At 1500 commenced discharging ammo to SS Monroe Victory. Numerous smaller craft received ammo daily at various times. At 2135 18 May completed discharging cargo to SS Monroe Victory and at 0818 on 19 May she got underway from starboard side.

C.B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

20-28 May 1945.

At 1708 on 20 May this vessel got underway to proceed independently to See Adler Harbor, Admiralty Islands, in accordance with COMSERVRON 10 Dispatch 190953. At 1751 Mugai Channel, Ulithi, was cleared and at 1756 with Signal Tower, Asor Island, bearing 023.5°T and Beacon "A", Mangejang Island, bearing 279.5°T , distance 4400 yards, took departure from Ulithi, Western Carolines. Set course 158°T and PGC, standard speed 15.7 knots, 90 RPM. At 1818 zigzag on Plan #6 was begun. At 0430 on 21 May convoy of 7 LST's was sighted on port bow, distance 10 miles, on southeasterly course. At 0700 convoy dropped out of sight astern. At 1047 ship on parallel course bearing 090°T and on horizon was sighted. Vessel disappeared from view at 1415. At 0433 on 23 May sighted beam of light on horizon bearing 158°T and at 0530 land was sighted on starboard bow. At 0613 zigzag was ceased and course changed to 180°T and PGC. At 0717 with NE tangent, Las Negros Island, bearing 123°T and Beacon "A", Hauwei Island, bearing 203°T , distance 2500 yards, took arrival at See Adler Harbor, Admiralty Islands. At 0740 passed through submarine nets and at 0758 anchored in Berth 11, See Adler Harbor. At 1212 ship got underway for Espiritu Santo, New Hebrides, in accordance with COMSERVRON 10 Dispatch 190953 as modified by Navy 3205 Movement Order #1159-45 of 22 May 1945. At 1226 cleared harbor submarine nets and at 1238 with Beacon "A", Hauwei Island, bearing 238°T , distance 6000 yards, and NE tangent Las Negros Island bearing 127°T , took departure from See Adler Harbor. Set course 118°T and PGC, standard speed 15.5 knots, 90 RPM. At 1600 commenced zigzagging on Plan #20. At 0330 on 24 May squalls and dark weather reduced visibility. At 0345 port running light of vessel on opposite heading was sighted on port bow, distance 2000 yards. At 0400 zigzagging was ceased and at 0415 ship was headed on reciprocal course for $\frac{1}{2}$ hour to remain clear of land until daylight increased visibility. At 0610 land, identified as Tolokiwa Island, was sighted bearing 148°T , distance 6.5 miles. At 0635 Long Island was sighted. Remainder of daylight hours were spent coasting along North Coast of New Guinea. At 1400 upon clearing land sufficiently zigzagging was commenced on Plan #6. At 0000 on 25 May clocks were advanced one hour to keep zone minus 11 time. At 0745 convoy was sighted on starboard bow on reciprocal course.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

20-28 May 1945 (Cont.).

At 0528 ship showing running lights was sighted bearing 190°T, distance 4 miles. At 0545 on 28 May land identified as Espiritu Santo was sighted bearing 040°T. At 0600 Malekula Island was sighted bearing 100°T. At 0754 we entered swept channel, Malo Strait. At 0922 with east tangent, Tutuba Island, bearing 332.5°T, and south tangent, Tutuba Island, bearing 284.5°T, distance 3 3/4 miles, took arrival at Espiritu Santo, New Hebrides Islands. Proceeded through Wawa Channel to Second Channel and anchorage area. At 1044 anchored 300 yards, 325°T from center of Berth 28, Second Channel, Espiritu Santo.

Positions:	0800	1200	2000
Date			
20	Lat. Ulithi		9°32'N
	Long.		139°51'E
21	Lat. 7°10.5'N	6°22'N	4°46.3'N
	Long. 141°37.5'E	142°08.6'E	143°19.7'E
22	Lat. 2°36.7'N	1°51.6'n	0°21'N
	Long. 144°58'E	145°28'E	146°19'E
23	Lat. Admiralty Islands		3°19.5'S
	Long.		147°13.5'E
24	Lat. 5°22'S	6°14'S	7°07.1'S
	Long. 147°24'E	147°51'E	149°33.4'E
25	Lat. 8°07.3'S	8°30'S	9°06.8'S
	Long. 152°00.6'E	153°14.3'E	155°02.4'E
26	Lat. 11°16.2'S	12°00'S	13°18.2'S
	Long. 156°44'E	157°04.3'E	158°05.5'E
27	Lat. 14°26'S	14°49'S	15°28'S
	Long. 161°01'E	161°57'E	163°59'E
28	Lat. 15°50.5'S	Espiritu Santo	
	Long. 167°10.7'E		

C.B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

29-31 May 1945.

Ship remained at anchor during this period and engaged in only refueling.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

2 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of June 1945,
submission of.
Reference: (a) PacFlt Conf. ltr. LCL-45.
Enclosure: (A) Subject named report.

1. In accordance with reference (a), the War
Diary for the month of June 1945 is submitted herewith.


E. H. PETRELIUS.

Copy to:
CinCPac.
ComServRonEight.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

Month of June 1945

CONFIDENTIAL

Zone Minus 11

In Port

1-2 June 1945.

Vessel was anchored 300 yards, 325⁰T from center of Berth 28, Second Channel, Espiritu Santo, New Hebrides Islands, under Command of Commander E. H. Petrelius, USNR. Assigned to Service Squadron Eight, 5th Pacific Fleet. At 1134 got underway for docking in accordance with Port Director, Espiritu Santo, Visual Dispatch 3105. At 1240 moored starboard side to Dock #4, Second Channel. At 1448 Commenced taking on cargo of drums of fog oil. At 1302 on 2 June Commenced loading ammunition in #1 hold.

C.B. George

C.B. George, Lt. USNR.

3-18 June 1945.

At 0525 on 3 June cargo loading was completed and at 0628 ship got underway from Dock #4, Second Channel, in accordance with Port Director, Espiritu Santo, Visual Dispatch 020247 to proceed to Pallikulo Bay Army Dock by way of Bogacio Channel. At 0645 Black Rock point was abeam to starboard, distance 4000 yards, and at 0819 Urene Point was abeam to starboard, distance 2500 yards. At 0850 ship moored port side to Army Dock, west side of Pallikulo Island, Espiritu Santo, New Hebrides. Port watch was set and at 1046 all hatches were opened. At 1325 Commenced loading cargo of ammunition with Army Work Battalions in charge of loading operations.

C.B. George

C.B. George, Lt. USNR.

19-28 June 1945.

At 0530 on 19 June loading of cargo was completed, and ship was readied for sea. At 1417 vessel got underway from Army Dock, Pallikulo Island, Espiritu Santo, New Hebrides, for Tacloban, Leyte, Philippine Islands, in accordance with Port Director, Espiritu Santo, Dispatch Orders dated 17 June 1945. At 1437 guns crews were drilled at General Quarters stations, and at 1453 secured from General Quarters, set Condition III, material condition Baker. At 1455 with south tangent,

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

19-28 June 1945 (Cont.)

Espiritu Santo, bearing 238°T, distance 4 3/4 miles, and east tangent, Tutuba Island, bearing 196°T, took departure from Espiritu Santo. Set course 140°T and PGC, standard speed 16.5 knots, 95 RPM. At 1800 Commenced zigzagging on Plan #6. On 21 June at 1425 ATA's 122, 188, 120 were passed abeam to port on opposite heading. At 1527 AEL4, USS Firedrake, was sighted bearing 310°T, distance 8 miles. At 1800 clocks were retarded one hour to keep zone minus 10 time. At 0305 on 23 June rain and gloomy weather reduced visibility and running lights were turned on. At 0347 ceased zigzagging and at 0442 lights at Finschaven, New Guinea, were sighted on the horizon bearing 265°T. At 0445 ship was headed on reciprocal course to keep away from land until daylight improved visibility and at 0505 base course was resumed. At 0555 land identified as North coast of New Guinea was sighted bearing 260° to 280°T. At 0615 very heavy rain reduced visibility to 200 yards and whistle signals were begun. At 0622 visibility improved and whistle signals were ceased. At 1000 Long Island was sighted bearing 342°T. At 1600 Commenced zigzagging on Plan #6. At 1800 evening alert was held and Condition I, material condition Able was set. At 1829 normal sea watch and condition was resumed and General Quarters secured. Various ships, merchant and Navy, of this and other countries were sighted throughout day as vessel was coasting in pilot waters along northern coast of New Guinea. Coasting continued until approximately 1600 on 24 June when vessel left inshore route. At 0629 on 25 June AA tracer fire was observed bearing 330°T, and at 0700 APA 168, USS Gage, passed abeam to starboard on opposite heading, distance 3 miles, and was identified as vessel carrying out firing (for practice). Between 1400 and 1430 three U.S. C-46's were sighted at varying altitudes and courses. At 1300 on 26 June clocks were retarded one hour to keep minus 9 zone time. At 1200 exercised at general drills and secured at 1220. At 0400 on 27 June lights on hospital ship were sighted bearing 045°T, distance 8 miles. Ship passed astern on opposite heading. At 1230 a PBM was sighted bearing 250°T, altitude 2000 ft. Various other ships and aircraft were sighted throughout day. At 1841 held evening alert, set Condition I, material condition Able. Secured from General Quarters at 1922, set Condition III, material condition Baker. At 0025 on 28 June ceased zigzagging and at 0140 a formation consisting of a CVL and 3 DD's was sighted on starboard beam, distance 5 miles. At 0440 Suluan Island light was sighted bearing 340°T, distance 10 miles. At

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

19-28 June 1945 (Cont.)

0606 with south tangent, Homonhon Island, bearing 298°T, and south tangent, Suluan Island, bearing 041.5°T, distance 9.4 miles, took arrival at Leyte, Philippine Islands. Proceeded through Leyte Gulf to San Pedro Bay. At 0622 Homonhon Island was abeam to starboard, distance 1.5 miles and at 0631 we passed through sono buoy line between Homonhon and Diuagat Islands. Various ships and units sighted throughout Leyte Gulf passage. At 0837 San Pedro Bay Channel Buoy was passed close abeam to port. At 1050 vessel anchored in Berth A27, San Pedro Bay, Philippine Islands, on visual orders from Ammunition Section, COMSERVRON 10.

Positions:	0800	1200	2000
Date			
19 Lat.	Espiritu Santo		15°49'S
Long.			166°16'E
20 Lat.	14°58'S	14°39'S	13°55'S
Long.	163°29.5'E	162°29.5'E	160°23.5'E
21 Lat.	12°41'S	11°40'S	9°37'S
Long.	157°14.5'E	156°48'E	155°58.5'E
22 Lat.	8°07.7'S	7°48.2'S	7°10.5'S
Long.	153°13.6'E	152°09.7'E	150°08.3'E
23 Lat.	5°56'S	5°25.3'S	3°45.7'S
Long.	147°45'E	146°35.3'E	145°12'E
24 Lat.	2°31'S	2°17'S	1°18'S
Long.	142°37'E	141°39'E	139°58'E
25 Lat.	0°49'N	1°35'N	2°59'N
Long.	137°49.5'E	137°16.5'E	136°05'E
26 Lat.	4°58.5'N	5°36.8'N	6°40'N
Long.	134°31'E	133°43'E	132°10'E
27 Lat.	8°05'N	8°35'N	9°31'N
Long.	129°58'E	129°14'E	127°41'E

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

19-28 June 1945 (Cont.).

Positions: 0800 1200 2000

Date

28 Lat. 10°52.4'N

San Pedro Bay

Long. 125°21'E

C.B. George

C.B. George, Lt. USNR.

29-30 June 1945.

Anchored in Berth A27, San Pedro Bay, Philippine Islands. No cargo operations.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

2 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of July 1945,
submission of.
Reference: (a) PacFlt Conf. ltr. 1CL-45.
Enclosure: (A) Subject named report.

1. In accordance with reference (a), the War
Diary for the month of July 1945 is submitted herewith.


E. H. PETRELIUS.

Copy to:
CinCPac.
ComServRonEight.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

Month of July 1945

CONFIDENTIAL

Zone Minus 9

In Port

1-16 July 1945.

Vessel was anchored in Berth A27, San Pedro Bay, Leyte, Philippine Islands, under the command of Commander E. H. Petrelius, USNR. Ship was attached to Service Squadron Eight, Fifth Pacific Fleet. Cargo operations during this period were limited and follow. At 1418 on 1 July AK233, USS Newcastle Victory, moored to starboard side on same heading to receive cargo, and at 1608 commenced discharging cargo of ammunition. At 1301 on 2 July AK233 got underway from starboard side and unloading was ceased and holds secured. Various small craft (LCT's, LCM's, etc.) received small amounts of cargo from time to time during this period. On 6 July at 1353 DD595, USS Metcalf, moored to starboard side on same heading, and discharge of cargo to her was begun at 1400. At 1717 DD 595 got underway from starboard side after completing loading. On 9 July at 0734 ship got underway to shift berth in accordance with COMSERVRON 10 Ammunition Section's Visual Dispatch 080125. At 0857 we anchored in Berth 461, San Pedro Bay. At 1300 again got underway to go alongside SS Edward Burleson, merchant liberty ship, in accordance with COMSERVRON 10 Ammunition Section Visual Dispatch 090009. At 1420 we moored starboard side to SS Edward Burleson on same heading in Berth 137, San Pedro Bay, and at 1500 commenced receiving deck cargo of smoke pots on forward decks. At 1500 on 11 July we completed loading deck cargo and got underway at 1552 from SS Edward Burleson to move to Berth 461 in accordance with COMSERVRON 10 Rep Voice Dispatch 110017. At 1647 vessel anchored in Berth 461. At 1929 on 15 July after two days of heavy rain squalls and hot weather fire broke out among the deck cargo of smoke pots on starboard side #3 hatch. At 1932 fire quarters was sounded, and crew commenced jettisoning smoke pots from vicinity of fire. LST 943 which had moored to starboard side at 1300 to receive cargo got underway at 1935. At 1945 a call via TBY for assistance was sent to COMSERVRON 10, and at 1952 COMSERVRON 10 reported tugs were on way. At 2018 the fire was noted as spreading through smokepots all along starboard side at #2, #3 hatches. Heavy streams of water from all available hoses and all CO2 and foam extinguishers on board were brought into play. Decks were kept wet. At 2025 fire was brought under control, and smokepots were thrown over the side as rapidly as possible. At 2045 the fire was out, and at 2100 fire quarters were secured at which time deck on starboard side #2, #3 hatches was entirely cleared of rubble and deck cargo. Assistance during fire was given by working party from AK228, USS Provo Victory, which was anchored in an adjoining berth. At 2315 LST 943 returned and moored to starboard side on same heading, and at 2345 discharging of cargo to LST 943 was commenced.

C.B. George
C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

17-19 July 1945.

At 0540 on 17 July unloading of cargo was completed and holds secured. At 0552 LST 943 got underway from starboard side, and at 0605 this vessel got underway for Guiuan, Samar Island, in accordance with COMSERVDIV 101 Dispatch 160147. Proceeded out of San Pedro Bay at various courses and speeds conforming to harbor channels. At 0655 Capines Point was abeam to port, distance 3 miles, and at 0854 ship passed through submarine nets, Guiuan Roadstead. At 0931 anchored in Berth Z38, Guiuan Roadstead and at 1530 CB working parties began to discharge cargo to pontoon barges. At 2014 on 18 July received Air Flash Blue but condition lasted only 10 minutes and did not interfere with unloading operations which were completed at 2210. At 0630 on 19 July ship got underway for San Pedro Bay in accordance with COMSERVDIV 101 Dispatch 160147. At 0655 cleared Guiuan submarine nets and set course 285°T and PGC, standard speed 17 knots, 100 RPM. At 0815 general drills were held and secured at 0835. At 0906 obstruction buoy T was abeam to port, close aboard and at 0920 ship anchored in Berth 461, San Pedro Bay, Leyte, Philippine Islands. Set Port Watch.

C.B. George

C.B. George, Lt. USNR.

20-31 July 1945.

On 23 July ship got underway to go alongside AK22, USS Formalhaut, to discharge cargo in accordance with COMSERVDIV 101 Visual Dispatch 220008. At 0710 moored starboard side to AK22 in Berth 115, San Pedro Bay, on opposite heading, and at 0816 commenced discharging cargo. At 1400 on 24 July unloading was completed, and at 1410 got underway from starboard side AK22 to move to Berth 461 in accordance with COMSERVDIV 101 Voice Dispatch 240235. At 1510 ship anchored in Berth 461, San Pedro Bay, Leyte, Philippine Islands. On 25 July at 0630 got underway to go alongside AE13, USS Akutan, to discharge ammunition in accordance with COMSERVDIV 101 Dispatch 241303. At 0705 moored port side to AE13 on same heading in Berth 131, San Pedro Bay, and began discharging cargo at 0900. At 1335 on 26 July unloading was completed and at 1352 vessel got underway from starboard side of AE13 to shift berths in accordance with COMSERVDIV 101 Voice Dispatch 251009. At 1400 Obstruction Buoy "S" was abeam to starboard, distance 300 yards, and at 1420 ship anchored in Berth 461, San Pedro Bay. At 0810 on 28 July inspection and survey of 5"51 powder in #3 hold was begun. At 0855 repair party from AR3, USS Prometheus, began diving and repair operations to stern tube and secured work at 1225. At 1330 crew was mustered at quarters, and Commander Eric H. Petrelius, DM, USNR, 65946, was temporarily relieved of command of this vessel by Lieutenant Commander Alfred J. Oxley, DM, USNR, 18397, in accordance with COMSERVFORCE

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

20-31 July 1945 (Cont.).

PacFlt Ltr., Serial-6331-RRL/fli P16-4/00, 17944-63. On 31 July small quantity of ammunition was discharged to LCVP's.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

5 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of August 1945,
submission of.
Reference: (a) PacFlt Conf. ltr. 1CL-45.
Enclosure: (A) Subject named report.

1. In accordance with reference (a), the War
Diary for the month of August 1945 is submitted herewith.

E. H. Petrelius
E. H. PETRELIUS.

Copy to:
CinCPac.
ComServPac.

152392

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

Month of August 1945

CONFIDENTIAL

Zone Minus 9

In Port

1-31 August 1945.

This entire period was spent at anchor in Berth 461, San Pedro Bay, Leyte, Philippine Islands. This vessel was attached to Service Squadron Eight, Fifth Pacific Fleet, and was under the command of Lieutenant Commander Alfred J. Oxley, USNR. Cargo operations were varied and are briefly as follows. On 1 August cargo was discharged to LCT 838 from 1831 to 1942. On 3 August at 1003 commenced discharging deck cargo of smokepots to LST 855 and also discharged small quantities of cargo from holds to LCT's and an LCM. At 2250 deck cargo discharge was completed to LST 855, and she began receiving cargo from holds. At 0800 on 4 August completed discharging cargo to LST 855, and she got underway from port side. From 0845 to 0935 DD 466, USS Waller, loaded cargo and at 0935 LST 589 moored to port side to receive cargo. Cargo was also discharged to LCT 761 during day. At 2220 finished discharging to LST 589 and at 0535 on 5 August she got underway from port side. On 7 August the 20-24 watch observed very heavy electric and thunder storm with the wind gusting from 15 to 20 knots with a steadily rising barometer. Visibility was rendered negligible at times by extremely heavy rainfall. On 8-9 August cargo of rockets was received during days from various LCI's. At 1740 on 9 August LST 814 moored to port side to receive deck cargo and got underway on 10 August at 1250 upon completion of loading. On 14 August small cargo of rockets from LCI 706 was received and LCT 881 received ammo from this vessel. At 1330 crew was mustered at quarters and Pursuant to COMSERVPAC Orders, Serial 6331-RRL/fli/Pl6-4/00, Serial 17944-63, T721, dated 25 July 1945 and with 4th endorsement by USS Lakewood Victory, AK-236 Orders Pl6-4/ Serial 243 dated 15 August 1945, Lieutenant Commander A. J. Oxley, DM, USNR, completed temporary duty as Commanding Officer aboard this vessel and was directed to return and resume regular duties in accordance with basic orders. Pursuant to AK-236 Orders Pl6-4/ Serial 222 dated 30 July 1945, USN Fleet Hospital 114 Endorsement NH60/Pl6-4/00/65946 HAG/hs dated 14 August 1945, Commander E. H. Petrelius, DM, USNR, resumed duties as Commanding Officer of this vessel. On 16 August work was

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

1-31 August 1945 (Cont.).

commenced on placing spacers in 16" powder, and rockets were loaded from LCI 785 on 17 August. On 19 August at 1105 this vessel commenced loading cargo of ammunition to capacity from LST's in accordance with orders from COMSERVRON 10 Ammo Section. Cargo was also received from various smaller craft, and loading was continuing at the end of the month.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

4 October 1945.

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, United States Fleet.
Subject: War Diary for month of September 1945,
submission of.
Reference: (a) PacFlt Conf. ltr. 1CL-45.
Enclosure: (A) Subject named report.

REG. NO 31646

R. S. NO

REG. SHEET NO 97

1. In accordance with reference (a), the War
Diary for the month of September 1945 is submitted herewith.

E. H. Petrelius
E. H. PETRELIUS

Copy to:
CinCPac.
ComServPac.

1945 OCT 13 17 01

COMMANDER IN CHIEF
U. S. FLEET
RECEIVED

144538

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

Month of September 1945

CONFIDENTIAL

Zone Minus 9

In Port

1-5 September 1945

During this period vessel was at anchor in Berth 461, San Pedro Bay, Leyte, Philippine Islands. Ship was attached to Service Squadron 8, Fifth Pacific Fleet, and was under the Command of Commander E.H. Petrelus, USNR. Cargo of ammunition was loaded to capacity on orders of COMSERVRON 10 ammunition section. At 0650 on Monday 3 September S.S. TUSKEGEE VICTORY moored to starboard side and commenced discharge of cargo at 1050. At 1445 on 4 September TUSKEGEE VICTORY completed discharge of cargo and cast off and got underway at 1650. At 1700 S.S. WHITMAN VICTORY moored to starboard side and commenced discharging cargo at 1800. On Wednesday 5 September at 1510 completed receiving cargo from S.S. WHITMAN VICTORY, and at 1534 she cast off and got underway. All holds were secured, and ship was readied for sea.

C.B. George
C.B. George, Lt. USNR.

6-10 September 1945

At 1258 on Thursday 6 September ship weighed anchor and got underway for Saipan, Marianas Islands, in accordance with COMSERVRON 10 Dispatch 040749 of September 1945. At 1808 with North Tangent, Dinagat Island, bearing 266.5°T; SW Tangent, Homonhon Island, bearing 309.5°T; and E. Tangent, Suluan Island, bearing 356.5°T, took departure from Leyte, Philippine Islands, set course 082°T and PGC, 083.5° (PSC), standard speed 15 knots, 90 RPM, at 1814 commenced zigzagging on Plan #8. At 1830 set condition I, material condition Able and at 1845 secured from General Quarters; set Condition III, material condition Baker. At 1849 ceased zigzagging and resumed base course. At 1852 reduced standard speed to 14.5 knots, 85 RPM. At 2349 course was changed to 060°T and PGC to avoid a convoy westbound. At 0002 on 7 September standard speed was increased to 16 knots, 95 RPM, at 0012 base course of 082°T and PGC was resumed and at 0015 standard speed was reduced to 14.5 knots, 85 RPM. At 1100 on 8 September General Drills were held. At 1600 Ship's clocks were advanced 30 minutes to keep Zone minus 9½ time. At 0630 on 10 September Rota Island was sighted bearing 043°T, distance 36 miles, and at 1130 took arrival at Saipan, Marianas Islands, with Beacon "G" bearing 077°T; South Radio Tower bearing 109°T; and Beacon "E" bearing 144°T. At 1333 anchored in Berth Mike 14, Outer harbor, Saipan. At 1609 got underway to shift anchorage in accordance with Port Director, Saipan, Dispatch 100504 of September 1945, and at 1721 ship anchored in Berth L48, Saipan Harbor. At 1915 commenced discharging 20mm ammo to LCT's.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

6-10 September 1945 (Cont.).

Positions:

Date		0800	1200	2000
6	Lat.			10°33'N
	Long.			126°27'E
7	Lat.	10°59'N	11°07'N	11°23.5'N
	Long.	129°27'E	130°28'E	132°28'E
8	Lat.	11°49.5'N	11°46.5'N	12°02'N
	Long.	135°29.5'E	135°34.5'E	137°15'E
9	Lat.	12°27.5'N	12°37.5'N	13°01'N
	Long.	139°44'E	140°41'E	142°41'E
10	Lat.	14°31'N		
	Long.	145°05.5'E		

C.B. George
C.B. George, Lt. USNR

11-14 September 1945.

On 11 September at 1820 completed discharging of 20mm ammunition to LCT's and readied ship for sea. On 12 September at 1123 weighed anchor and got underway to shift anchorage in accordance with Port Director, Saipan, Visual Dispatch 112302 of September 1945. At 1213 anchored in Berth Mike 9-10, Saipan Outer Harbor. Vessel rode out heavy seas and winds at anchor on 12-13 September.

C.B. George
C.B. George, Lt. USNR

15-25 September 1945.

At 0544 on 15 September vessel weighed anchor and got underway for Pearl Harbor, T.H., in accordance with CINCPAC Advanced Headquarters Dispatch 130405Z of September 1945. At 0617 with Marpi Point bearing 092.5°T; HECF Tower, bearing 138.5°T; Masalog Point, Tinian Island, bearing 175.5°T, took departure from Saipan, Marianas, set base course 052°T and PGC, 053.5°PSC, deviation 3.5°W, standard speed 14.5 knots, 85 RPM. At 0638 sighted Anatahan Island bearing 010°T, distance 65 miles. At 2032 USS SALERNO BAY, CVE 110, was sighted and identified bearing 073°T, distance 5 miles, our vessel's course 104°T and PGC. At 1540 on 17 September S.S. Helena Modjeska crossed bow from port to starboard on southerly course, distance 1000 yards.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

15-25 September 1945 (Cont.).

At 1630 advanced clocks 1 hour to keep minus 11 Zone Time. At 0805 Eniwetok Atoll, Marshall Islands, was sighted bearing 073°T, distance 15 miles. At 1009 made full left turn to avoid collision with S.S. Stephen Hopkins, merchant liberty ship, which was crossing bow and going into Eniwetok. At 1016 resumed base course 095°T and PGC, 092° PSC, deviation 3°W. At 0528 on 19 September sighted Knox and Uccuwanen Islands, Ailinginae Atoll, Marshall Islands, bearing 335°T, distance 12 miles. At 1100 exercised at General Drills. At 0000 on 20 September advanced clocks one hour to keep minus 12 Zone Time. At 1915 on 21 September S.S. Abraham Doldwin was sighted bearing 333°T, distance 7 miles, on course 082°T. At 2400 having crossed 180th meridian ship's time was retarded 24 hours to keep Plus 12 Zone Time and day remained Friday 21 September. At 1300 on 22 September advanced clocks one hour to keep plus 11 Zone Time. At 2030 on 23 September loose 5"38 AAC projectiles in #3 lower hold were secured under the supervision of ammunition officer. At 0000 on 24 September advanced clocks one hour to plus 10 Zone Time. At 2100 advanced clocks 30 minutes to keep plus 9½ Zone Time. At 0555 on 25 September Maui Island, T.H. was sighted bearing 065°T. At 0630 sighted Koko Head, Oahu, bearing 015°T. At 0745 TEF Target towing plane was over ship in accordance with radioed COMSERVPAC instructions. Set Condition I, material condition Able. At 0801 in rendezvous - Lat. 20°40'N, Long. 158°00'W, commenced AA firing practice. 0932 completed practice firing having expended thirty-eight (38) rounds of 5"/38 AAC, forty (40) rounds of 3"/50 AAC, and twenty-three hundred and seventy-nine (2379) rounds of 20MM. Set Condition III, material condition Baker. At 1038 with Barber's Point Light bearing 299.5°T; Aloha Tower bearing 042.5°T; and Diamond Head Light bearing 073.5°T, distance 8.5 miles, took arrival at Pearl Harbor, T.H. Ship lay to awaiting pilot. At 1135 pilot came aboard and vessel proceeded at various courses and speeds to assigned berth. At 1247 moored starboard side to S.S. John H. Payne, merchant liberty ship, in Berth Xray 7, East Loch, Pearl Harbor. Set Port Watch. At 1745 Y030 moored to port side to refuel ship and fueling was completed at 2058.

C.B. George

C.B. George, Lt. USNR.

26-30 September 1945.

At 0707 on 26 September vessel cast off from S.S. John H. Payne and got underway for new berth in accordance with Port Director, Pearl Harbor, Visual Dispatch 270143 of September 1945. Pilot at conn, Captain, Executive Officer, and Navigator on bridge. Proceeded out of harbor on various courses and speeds. At 0757 pilot left ship and at 0903 ship anchored in Explosive Anchorage #1, Berth 19, Mamala Bay, Honolulu, T.H. Remainder of month was spent at anchor in this berth and only ship's routine work was carried on.

C.B. George

C.B. George, Lt. USNR.

U. S. S. LAKEWOOD VICTORY (AK-236)

War Diary

CONFIDENTIAL

15-25 September 1945.

Positions:

Date		0800	1200	2000
15	Lat.	15°27'N	15°22'N	14°56'N
	Long.	145°59.5'E	146°54'E	148°39'E
16	Lat.	14°18.5'N	14°03'N	13°36'N
	Long.	151°27'E	152°21.5'E	154°07'E
17	Lat.	12°55'N	12°41'N	12°17'N
	Long.	156°49'E	157°42'E	159°14'E
18	Lat.	11°25.5'N	11°04'N	10°57'N
	Long.	161°51.5'E	162°38.5'E	164°24.5'E
19	Lat.	10°53'N	10°51'N	10°49'N
	Long.	167°09'E	168°06'E	169°57'E
20	Lat.	11°24'N	11°34'N	12°02'N
	Long.	172°18'E	173°10'E	174°56'E
21	Lat.	13°08'N	13°32'N	14°15'N
	Long.	177°28.5'E	178°22'E	180°00
21	Lat.	15°07'N	15°24.5'N	16°06.5'N
	Long.	177°34'W	176°44.5'W	174°56'W
22	Lat.	16°55'N	17°09'N	17°32'N
	Long.	172°19'W	171°25'W	169°46'W
23	Lat.	18°16.5'N	18°25'N	18°41'N
	Long.	167°07'W	166°13'W	164°22'W
24	Lat.	19°14'N	19°22'N	19°41'N
	Long.	161°53.5'W	161°01'W	159°25'W
25	Lat.	20°40'N		
	Long.	158°00'W		

C. B. George

C.B. George, Lt. USNR.

Cincpac File
A7-1(P)

Serial

38827

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

3 OCT 1945



From: Commander in Chief, U. S. Pacific Fleet.
To: Commandant, THIRTEENTH Naval District.
Subject: Ship's History of the U.S.S. LAKEWOOD VICTORY
(AK-236) - Forwarding of.
Reference: (a) ALPac 219 dated 26 September 1945.
Enclosure: (A) Subject History.

OCT 8 - 45 AM

1. Enclosure (A) is forwarded herewith for use by the District Public Information Officer in connection with the arrival of the U.S.S. LAKEWOOD VICTORY (AK-236) in Puget Sound Navy Yard about 1 October 1945.

2. Classification of subject material has been changed from restricted to non-classified by CINCPAC.

FITZHUGH LEE,
BY DIRECTION.

Copy to:

SecNav (w/encl)  VIA AIR MAIL
CinC, Fleet Home Town News Center,
Chicago (w/encl)
CO, U.S.S. LAKEWOOD VICTORY (AK-236) (less encl)

157478

U. S. S. LAKEWOOD VICTORY (AK-236)

RESTRICTED

SHIP'S HISTORY

On 11 December 1944 at Permanente Metals Corporation, Richmond, California this vessel was placed in full commission as U.S.S. Lakewood Victory (AK-236) under the command of Eric H. Petrelius, Commander, USNR. The ship was named after the City of Lakewood, New Jersey. From 12 to 18 of December the vessel fitted out in San Francisco Bay Area and from 19 to 29 December underwent shakedown operations in the San Pedro, California Area under the supervision of the San Pedro Shakedown Group. Ship returned to San Francisco on 30 December and on 3 January 1945 moved to Port Chicago, California, to load cargo of ammunition. On 16 January upon completion of loading, vessel moved to anchorage in San Francisco Bay and took on a deck cargo of planes and cargo booms. On 18 January the vessel got underway for Pearl Harbor and arrived there on 24 January after an uneventful voyage. Deck cargo was unloaded there and a small quantity of ammunition loaded. On 30 January ship got underway for Eniwetok, Marshall Islands and on 6 January took arrival at that destination and anchored. On 13 February the vessel got underway in convoy for Guam, Marianas, and arrived at Guam on 18 February. No entrance to the harbor was made here. Vessel lay off Apra Harbor awaiting orders. At about 1700, with the DE697, U.S.S. George as escort, ship departed for Tinian Island, Marianas, and took arrival there at 0815 on 19 February. Cargo was unloaded at Tinian by CB crews on 19-20 of February and at 1035 on 20 February ship got underway for Saipan, Marianas, where vessel anchored at 1330. On 26 February ship got underway for Iwo Jima with DD365, U.S.S. Cummings as escort and arrival there was taken at 0800 on 28 February. Ammunition was discharged daily to heavy Fleet units and miscellaneous smaller craft within two to three miles of shore and with constant firing and bombing in progress. At night this ship joined the Fleet retirement group which included battleships, cruisers, destroyers and naval auxiliaries, and steamed in formation until morning when position was again taken up off Iwo to continue discharging ammo. This 24 hour a day work schedule-discharge during daylight-steam under sub and air threat at night-was maintained until 8 March when departure was taken for Ulithi, Western Carolines, with DM24, U.S.S. Fraser, as escort. On 11 March took arrival at Ulithi and anchored in Northern Anchorage. Numerous aircraft warnings were received during the period in this location and the aircraft carrier Randolph was hit by a suicide plane about 2 miles from this vessel. Loading and unloading operations were carried out on a small scale and by 1 April 1945 vessel had a Fleet issue load of ammunition and was ready for sea. On 3 April ship got underway for Okinawa as part of a Task

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(Cont.)

Unit of 4 AO's plus this vessel under the command of Captain F.S. Gibson, USNR, in U.S.S. Platte, AO24. DE743, U.S.S. Lamons; DE302, U.S.S. Lyman, escorted. On 7 April this Task Unit joined Task Group 50.8 which was composed of two main types of auxiliaries - AO's and AE's and which was engaged daily in replenishing the heavy support groups - carriers, BB's, cruisers, etc. - which were supporting the Okinawa operation. Task Group 50.8 operated in an area about 400 miles off Okinawa and carried out replenishing operations during the day and steamed in formation at night. On 11 April this vessel left the large Task Group to proceed to the Kerama Retto as part of Task Unit 50.18.52 which was composed of AO42, U.S.S. Monongahela; AO62, U.S.S. Taluga; AK230, U.S.S. Manderson Victory; and this vessel. DD349, U.S.S. Dewey; DD355, U.S.S. Aylivin; DE473, U.S.S. Lamons were escorts. At 0820 on 13 April took arrival at Kerama Retto and went alongside BB45, U.S.S. Colorado, to discharge ammo. Discharging of ammunition during stay at Kerama was done by ship's company and working parties from larger warships. Battleships, cruisers, DD's, LST's, and smaller craft were serviced during daytime. All operations were carried out under the greatest possible strain as air attacks or alarms averaged five to six a day. Enemy aircraft were overhead on several occasions, and AM65, U.S.S. Swallow, was hit by a suicide plane while on picket duty 4 miles from this vessel. Smoke coverage was used constantly during evening twilight and CAP was airborne and effective although some enemy aircraft got through. Holds which were opened had to be closed on receipt of air warnings and opened again as soon as all clear was given. This slowed operations down, but ship's company earned a "Well Done" from CTU 51.15 in spite of handicaps. On 23 April vessel got underway as part of Task Unit 51.15.25, OTC in AO66, U.S.S. Atascosa. At 1200 on 24 April vessel joined TU 51.15 and at 1800 on 24 April was ordered to proceed to Ulithi as part of TU 50.18.6 consisting of AO79, U.S.S. Cowanesque; AO60, U.S.S. Nantahala; AO66, U.S.S. Atascosa; AK230, U.S.S. Manderson Victory; AO22, U.S.S. Cinanon; AO27, U.S.S. Kaskaskia; AE3, U.S.S. Lassen; S.S. Whitehorse, merchant tanker; and this ship. At 0630 on 28 April after an uneventful voyage took arrival at Ulithi, Western Carolines, and anchored in Northern Anchorage at 1135. Just before anchoring an enemy reconnaissance plane was shot down over the Atoll giving the vessel a rousing welcome. This ship discharged nearly all of her remaining cargo from 28 April to 19 May and on 20 May got underway for Seeadler Harbor, Manus, Admiralty Islands. On 23 May Manus was reached and orders received which sent the ship on to

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Espiritu Santo, New Hebrides. At 0922 on 28 May took arrival at Espiritu Santo, New Hebrides, and anchored in Second Channel. Cargo of ammunition was loaded at Espiritu Santo from 28 May to 19 June and at 1417 on 19 June vessel got underway for Leyte, Philippine Islands. On 28 June at 1050 vessel anchored in San Pedro Bay, Leyte. Discharging and loading operations between this vessel and other ships was carried out during the month of July. At 1929 on 15 July fire broke out on starboard side of #3 hatch in deck cargo of smokepots which had been dampened by heavy rains. After a furious battle using water, CO2, and jettisoning methods the fire was brought under control by ship's company at 2025 and was out at 2045. Assistance was given by LK228, U.S.S. Provo Victory, which sent a working party to help out. On 17 July vessel moved to Guiuan, Samar Island, to discharge bombs and returned to San Pedro Bay on 19 July. During first part of August vessel began loading ammunition for issue to CVE's for the next operation and was scheduled to be ready by 1 October. On 19 August vessel began loading ammo to capacity. The war being over she was to load as much as possible without a view to combat unloading operations. On 5 September loading to capacity was completed and ship was made ready for sea. On 6 September ship got underway for Saipan, Marianas Islands, taking departure from Leyte at 1808. Saipan was reached at 1130 on 10 September and ship anchored in Saipan Harbor at 1333. A small amount of 20mm ammunition was discharged at Saipan on 11 September and at 0544 on 15 September ship got underway for Pearl Harbor, T.H. Tuesday 25 September at 1038 the vessel took arrival at Pearl Harbor after an 11 day voyage. The return to Pearl Harbor marked the approach of the end of many thousands of miles of steaming and numerous days of participation in combat operations - the war history for a naval auxiliary in commission less than 11 months nearly completed.



E. H. PETRELIUS
Commander, USNR
Commanding Officer.