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WAR DIARY

U.S.S. PROCYON

From: April 1, 1942

To: April 30, 1942.

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**WAR DIARY - U.S.S. PROCYON**  
Commander L. P. PADGETT, Jr., Commanding.

1 April 1942

Underway from San Diego toward Samoa. Proceeding singly. Zig Zagging. Darkening ship nightly. Under Condition II since departure.

2 April 1942

Proceeding singly toward Pago Pago. 0315 Made landfall on Tau Island, American Samoa. 1000 Arrived off port. 4,287 miles since departure from San Diego. 1119 Anchored in Pago Pago, Tutuila. Began discharging cargo.

3 April 1942

At anchor in Pago Pago. Discharging cargo. 1745 Underway to dock. 1830 Alongside dock at Naval Station. Discharging cargo.

4 April 1942

Moored to dock at Naval Station, Pago Pago, Samoa; discharging cargo day and night. Frequent heavy rains.

5 April 1942

Moored to dock at Naval Station, Pago Pago, Samoa; discharging cargo day and night. Frequent heavy rains.

6 April 1942

Moored to dock at Naval Station, Pago Pago, Samoa; discharging cargo day and night. Frequent heavy rains.

7 April 1942

Moored to dock at Naval Station, Pago Pago, Samoa; discharging cargo day and night. Frequent heavy rains.

8 April 1942

Moored to dock at Naval Station, Pago Pago, Samoa; discharging cargo day and night. Frequent heavy rains.

9 April 1942

Moored to dock at Pago Pago; discharging cargo. 1530 Finished cargo operations. 1638 Underway from dock. 1704 General Quarters. 1710 Set Condition II. Proceeding singly toward San Francisco. Darkened ship. Zig Zagging.

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WAR DIARY - U.S.S. PROCYON  
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10 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly.  
Darkening ship nightly. Zig Zagging.

11 April 1942

Underway toward San Francisco. Weather fine, sea smooth.

12 April 1942

Underway toward San Francisco. Weather fine, sea smooth.

13 April 1942

Underway toward San Francisco. 1140 Crossed equator in Longitude  
155° 25' W.

14 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly.  
Zig Zagging. Darkening ship nightly.

15 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly.  
Zig Zagging. Darkening ship nightly.

16 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly.  
Zig Zagging. Darkening ship nightly.

17 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly.  
Zig Zagging. Darkening ship nightly.

18 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly.  
Zig Zagging. 0530 Forward Crow'snest Lockout sighted a cruiser and  
four merchant type vessels broad on the starboard bow on approximately  
opposite course.

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

18 April 1942 (Cont'd).

0545 Cruiser launched two planes. 0550 Exchanged challenge and call signs. Cruiser determined to be "ST LOUIS." Range abeam approximately 14,000 yards. Under the present conditions and particularly for a ship operating singly to meet other ships unexpectedly at sea is an occasion of considerable importance. The Commanding Officer feels very strongly that every effort should be made by all routing activities to keep all ships at sea fully informed of probable or prospective meetings.

19 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly. Zig Zagging. Darkening ship nightly.

20 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly. Zig Zagging. Darkening ship nightly. Rough seas and frequent rain squalls. Vessel rolling heavily.

21 April 1942

Underway from Pago Pago toward San Francisco. Proceeding singly. Zig Zagging. Darkening ship nightly. Weather moderating.

22 April 1942

Underway from Pago Pago toward San Francisco. Vessel pitching deeply. Heavy seas; North West gale. 1030 Sighted tanker bound south. 1250 Sighted patrol plane. 1520 Sighted Farallones ahead and a large convoy making a sorti accompanied by escort vessels and aircraft. 1720 Secured from Condition II. 1730 Passed under Golden Gate Bridge. 1925 Moored to berth at Encinal Terminal, Alameda, California. 4,334 miles since leaving Samoa.

23 April 1942

Moored to dock at Encinal Terminal. 1255 Underway and proceeded to Mare Island Navy Yard. 1630 Moored alongside U.S.S. CASTOR at Mare Island Navy Yard for repairs and alterations.

24 April 1942

Moored as before. 1027 Shifted ship to dock at Mare Island Navy Yard.



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Commander L. P. PADGETT, Jr., Commanding.

25 April 1942

Moored to dock at Mare Island Navy Yard. Undergoing repairs;  
also alterations.

26 April 1942

Moored as before. Undergoing repairs and alterations.

27 April 1942

Moored as before. Undergoing repairs and alterations.

28 April 1942

Moored as before. Undergoing repairs and alterations.

29 April 1942

Moored as before. Undergoing repairs and alterations 0730  
Shifted berth to alongside another vessel.

30 April 1942

Moored as before at Mare Island Navy Yard. Undergoing repairs  
and alterations.

L. P. PADGETT, Jr.

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U.S.S. PROXYON

From: May 1, 1942

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 May 1942 (PWT) (Zone Plus 7)

Moored starboard side to U.S.S. CASTOR at Pier 10, Mare Island, Navy Yard; undergoing repairs and alterations. 1615 Underway from Mare Island, Navy Yard. 1839 Moored port side to Pier 50 A, San Francisco to load cargo for Pearl Harbor.

2 May 1942

Moored port side to Pier 50 A, San Francisco. 0800 Loading cargo which continues day and night.

3 May 1942

Moored as before. Continuously loading cargo.

4 May 1942

Moored as before. Continuously loading cargo.

5 May 1942

0700 Shifted from Pier 50 A to Pier 48 B, San Francisco. No tugs or pilot. Engines not used. Resumed loading cargo.

6 May 1942

Moored starboard side to Pier 48 B, San Francisco. Loading cargo day and night.

7 May 1942

Moored starboard side to Pier 48 B, San Francisco. Loading cargo day and night.

8 May 1942

Moored starboard side to Pier 48 B, San Francisco. Loading cargo day and night. 1700 Finished loading cargo.

9 May 1942

Moored starboard side to Pier 48 B, San Francisco. 0830 Underway from Pier 48 B. Pilot E. D. Farney at Conn. 0826 Anchored below Oakland bridge in No. 12 anchorage awaiting turn out. 1007 Underway from anchorage. 1020 Passed under Oakland - San Francisco bridge and proceeded to sea. 1042 Passed net vessels. 1123 Set Condition II watches.

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1251 S. E. Farallon abeam 2 miles. 1300 Changed course to 199° (T). Various speeds forming convoy consisting of following vessels and positions: 11 PROCYON, 12 HERCULES, 13 H. F. ALEXANDER, 21 TALAMANEA, 22 ETOLIN, 31 LASSEN, 32 PRES. GRANT, 41 HENDERSON, 42 ALCOA PENNANT, 43 PRES. POLK, 51 ALDEBARAN, 52 NORMACSTAR, 53 ANTIGUA. Escorting vessels: One destroyer of Coastal Patrol, position ahead; one blimp TC 13, cruising. U.S.S. ST LOUIS in roving position. U.S.S. PATTERSON on starboard flank, U.S.S. JARVIS on port flank of convoy. Convoy Commander, Captain Schuyler MILLS (LASSEN). Escort Commander, Captain G. A. ROOD (ST LOUIS). Convoy No. 2074. Note: U.S.S. J. FRANKLIN BELL (23) and U.S.S. KITTY HAWK (33) due to join up at 1500 Sunday, 10 May 1942. 1530 Convoy in formation and proceeded at standard speed 12.4 knots. Base course 199° (T). Zig zagging. 2000 Darkened ship. Position 36° - 29' N, 123° - 32' W. Have 5,463 long tons of cargo; 20 officer passengers and 192 enlisted men passengers for Pearl Harbor.

10 May 1942 (PWT)

Underway in Company (Convoy No. 2074). 0800 Position 34° - 11' N, 124° - 32' W. (By D.R.). Blimp TC 13 and Coastal Patrol destroyer left during the night. 1200 Position 33° - 30' N, 124° - 29' W (by Obs.). 274 miles from Farallons (11.9). 1351 Sighted 3 vessels bearing 130° (T). "ST LOUIS" proceeding to investigate. Proved to be U.S.S. KITTY HAWK, U.S.S. J. FRANKLIN BELL and a coastal patrol destroyer. 1455 Ceased zig zagging and resumed base course. 1500 "ST LOUIS" launched 4 planes to scout area. 1505 "KITTY HAWK" took position 33 and "J. FRANKLIN BELL" 23. 1510 Changed base course to 225° (T). 1525 ~~Coastal~~ patrol destroyer left convoy. 1526 Changed base course to 250° (T). 1553 Increased speed to 12.4 knots. Resumed zig zagging. 1900 Cruiser "ST LOUIS" recovered planes. 2000 Position 32° - 39' N, 125° - 55' W. (by D.R.). 2012 Darkened ship. 2115 Ceased zig zagging.

11 May 1942

Underway in convoy No. 2074 as before. 0610 Started zig zagging. Weather cloudy. 0630 "ST LOUIS" launched 4 planes. 0649 "ST LOUIS" took position from ahead to rear of convoy. 0800 Position 31° - 47' N, 128° - 43' W. (By D.R.). 0902 to 0926 Fired No. 2 and No. 4, 3"/50 caliber guns, 2 rounds each and No. 2 and No. 4, 20 mm M.G.'s., 10 rounds each for gun and structural tests. All tests satisfactory. 1000 Set clocks back one hour to Zone plus 8 Time. 0920 (Zone plus 8) "ST LOUIS" left formation to recover 2 planes. 1100 "ST LOUIS" recovered other 2 planes. 1200 Position 31° - 25' N, 129° - 48' W. (by obs.). Day's run 294 miles. (11.8). 1414 Changed base course to 252° (T). 1655 "ETOLIN" changed from position 22 to position on port quarter of convoy. Apparently having some trouble.



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1830 "J. FRANKLIN BELL" took up position 22. Convoy down to 10 knots.  
1925 "ST LOUIS" took position ahead of convoy. 2000 Position  $30^{\circ} - 55' N, 131^{\circ} - 26' W.$  (by Obs.). 2005 Stopped zig zagging. 2015 Changed course to  $297^{\circ}$  (T). 2025 "ETOLIN" rejoined convoy in position 23. 2100 Resumed standard speed of 12.4 knots. 2100 Resumed base course  $252^{\circ}$  (T).

12 May 1942

Underway in Convoy No. 2074. 0525 Began zig zagging. Weather overcast. 0600 Cruiser launched 4 planes to scout and patrol area. 0612 Cruiser left position ahead and took position astern of convoy. 0800 Position by D.R. only  $30^{\circ} - 17' N, 134^{\circ} - 06' W.$  0907 Test fired No 1 and No. 3, 3"/50 caliber A.A. guns, 2 rounds each and No. 1 and No. 3 20 mm M.G.s. 10 rounds each. All tested satisfactorily. 1000 Cruiser recovering planes astern of convoy. 1200 Position by obs. Sun.  $30^{\circ} - 02' N, 134^{\circ} - 59' W.$  Day's run 280 miles (11.7 knots). 1350 Changed base course to  $249^{\circ}$  (T). 1904 Cruiser took position ahead of convoy. 2000 Position by obs.  $29^{\circ} - 27' N, 136^{\circ} - 41' W.$  2035 Ceased zig zagging. Changed course to  $294^{\circ}$  (T). 2130 Resumed base course  $249^{\circ}$  (T). All ships darkened nightly.

13 May 1942 (Zone plus 8).

Underway in convoy No. 2074. 0555 Resumed zig zagging. 0620 Cruiser launched 4 planes to patrol area then took position astern of convoy. 0710 Changed base course to  $244^{\circ}$  (T). 0800 Position  $28^{\circ} - 40' N, 139^{\circ} - 19' W$  by obs. 0940 "ST LOUIS" recovered 2 planes. 2 planes holding bombing practice. 1025 Cruiser recovered other 2 planes. 1200 Position by obs.  $28^{\circ} - 20' N, 140^{\circ} - 07' W.$  Day's run 290 miles (12.1 knots). 1500 Set clocks back 1 hour to Zone plus 9 time. 1637 (Zone plus 9) changed base course to  $248^{\circ}$  (T). 1907 Darkened ship. 1950 Changed course to  $203^{\circ}$  PSC. 2000 Position  $27^{\circ} - 35' N, 141^{\circ} - 47' W.$  by obs. 2050 Resumed base course  $248^{\circ}$  (T).

14 May 1942 (Zone plus 9)

Underway in convoy No. 2074 as before. 0507 Resumed zig zagging. 0530 "ST LOUIS" catapulted 4 planes in air to patrol area. 0800 Position by obs.  $26^{\circ} - 34' N, 144^{\circ} - 13' W.$  1017 Cruiser recovered 4 planes astern of convoy. 1135 "H.F. ALEXANDER" sheered out of position in convoy. 1150 Returned to position in convoy. 1200 Position  $26^{\circ} - 15' N, 145^{\circ} - 00' W.$  Day's run 291 miles. (11.6). 1223 "H.F. ALEXANDER" resumed position 13. 1257 Changed base course to  $250^{\circ}$  (T). 1319 Changed zig zagging plan. 1924 Darkened ship. 1955 Ceased zig zagging. 2000 Reduced convoy speed to 11 knots. 2000 Position  $25^{\circ} - 52' N, 146^{\circ} - 24' W$  by obs. 2010 Changed course to  $205^{\circ}$  (T). 2110 Resumed base course  $250^{\circ}$  (T) for the night.

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15 May 1942 (Zone plus 9)

Underway as before in convoy No. 2074. 0540 Convoy speed increased to 12.4 knots. 0550 Resumed zig zagging. (Plan 30). 0555 Cruiser left position in convoy. 0607 Cruiser has 4 planes patrolling area. 0724 Changed base course to 247° (T). 0800 Position by obs. 25° - 00' N, 148° - 32' W. 0950 "TALAMANCA" took position 22. "J. FRANKLIN BELL" moved up to position 21. 1005 Cruiser left convoy to pick up planes. 1025 Cruiser picked up 4 planes and returned to convoy. 1053 Sighted plane bearing 270° (T). 1103 Plane identified as friendly patrol bomber. 1130 Plane disappeared to S.W. 1200 Position by obs. 24° - 46' N, 149° - 11' W. Day's run 246 miles. (10.25 knots). 1430 Retarded clocks to Zone plus 9½ time. 1840 (Zone plus 9½ time) Cruiser took position ahead of convoy. 1905 Sighted friendly patrol plane bearing 310° (T). 1908 Darkened ship. 1950 Stopped zig zagging. 2000 Changed course to 202° (T). Position by obs. 24° - 06' N, 150° - 54' W. 2040 Resumed base course 247° (T).

16 May 1942 (Zone plus 9½)

Underway as before in convoy No. 2074. 0520 Resumed zig zagging. 0550 Cruiser catapulted 4 planes. Left position ahead to take position astern of convoy; passed very close to PROCYON, crossing ahead from starboard to port. 0745 Destroyer reported contact bearing 320° (T). General Quarters. 0755 Sighted plane bearing 290° (T). Identified as PBY5. "JARVIS" left convoy. 0800 Position 23° - 06' N, 153° - 15' W. 0810 Changed base course to 249° (T). 0815 Sighted another plane on port quarter. Identified as PBY5. Approached close to convoy and circled it. (12-P-12). 0845 Set Condition II watches. No further contact having developed. 0920 "JARVIS" back in position on port side ahead of convoy. 1031 "LASSEN" signalled "Not Under Command" and fell out of position. "ST LOUIS" left convoy to pick up planes. 1045 "LASSEN" took regular position in convoy "Under Command". 1050 "ST LOUIS" took position on starboard rear of convoy. All 4 planes on board. 1200 Position 22° - 50' N, 154° - 01' W. Days run 292 miles. (11.9 Knots). 1246 Changed course and varied speed to assume new assigned position in convoy (51). 1455 Convoy proceeded at standard speed (12.4). Positions now as follows: ALDEBARAN 11, ALCOA PENNANT 12, TALAMANEA 13, J. FRANKLIN BELL 21, KITTY HAWK 22, ANTIGUA 23, LASSEN 31, HENDERSON 32, PRES. POLK 33, PRES. GRANT 41, HERCULES 42, MORMACSTAR 43, PROCYON 51, H. F. ALEXANDER 52, ETOLIN 53. 1505 Resumed zig zagging. 1533 Sighted aircraft bearing 305° (T). Friendly plane. 1640 Sighted aircraft. Friendly plane on patrol. 1924 Darkened ship. 2000 Position 22° - 24' N, 155° - 23' W by obs. 2005 Ceased zig zagging. Base course 249° (T). 2200 "LASSEN" signalled change base course to 244° (T).

17 May 1942 (Zone plus 9½)

Underway as before in convoy No. 2074. Ship darkened. Condition II watches since departure. Weather fine. 0530 Convoy made wheeling by column turn to 204° (T). 0542 Sighted Molokai Island bearing 140° (T). 0601 Sighted destroyer bearing 121° (T).

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0605 Cruiser catapulted 2 planes. 0608 Sighted 6 aircraft. Friendly patrol planes. 0612 Started degaussing system. 0625 Resumed zig zagging. 0712 Ceased zig zagging. Makapuu Point lighthouse abeam 9 miles, bearing 278° (T). 0713 Sighted destroyer bearing 180° (T). 0755 Cruiser catapulted 2 more planes. 0815 Koko Head abeam 5.4 miles, bearing north (T). 0837 Diamond Head Lighthouse abeam. 0905 Columns 4 and 5 left convoy under charge of "PROCYON". 0924 Changed course to 026° (T). Approaching Honolulu with, H. F. ALEXANDER, PRES. GRANT, ETOLIN, MORMACSTAR and HERCULES following. 0934 Various engine orders. 0940 Changed course to 032° (T). 0950 Pilot Hassergrand came on board. Entered Honolulu harbor channel. Channel buoy No. 1 abeam. 1000 Passed inside net defense. Secured from Condition II. Total distance from San Francisco - 2,218 miles. 1003 Tug "Huli" alongside to port to assist in docking. 1011 Secured degaussing generators. 1019 Moored starboard side to Pier 28, Honolulu, T.H. 1022 Pilot left ship. 1145 Officers and enlisted passengers left the ship. 1220 Crane came alongside to discharge cargo. 1310 Began discharging cargo. 1330 Captain left ship to pay official call on Commandant of 14th Naval District. 1520 Captain returned to ship. Cargo discharging continues throughout night. Ship darkened except for lights necessary for cargo operations.

18 May 1942 (Zone plus 9½)

Moored starboard side to Pier 28, Honolulu, T.H. Discharging cargo. 1300 Shifted ship ahead 150 yards. Cargo operations continue day and night. 1435 Laborer M. Stinestre (No. 4181) treated for injured left thumb.

19 May 1942 (Zone plus 9½)

Moored starboard side to Pier 28, Honolulu, T.H. Discharging cargo day and night. 0900 Crew instructed in use of gas masks.

20 May 1942 (Zone Plus 9½)

Moored at Pier 28, Honolulu. Carrying on the discharging of cargo day and night. 0600 Began loading U.S. Army equipment for Lautoka, Suva, Fiji Islands and Noumea, New Caledonia.

21 May 1942 (Zone plus 9½)

Moored at Pier 28, Honolulu. Loading and discharging cargo day and night. 1530 Finished discharging cargo. 1830 Began fueling from "YO 43." 2020 Finished fueling. Received 40,945 gallons of deisel oil.



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22 May 1942 (Zone plus 9½)

Moored at Pier 28, Honolulu. Loading Army cargo day and night. 1345 U.S. Army enlisted men (106) came on board for transportation. 8 U.S. Army officers and 3 civilians reported on board for transportation. 1726 Pilot Hasselgrand came on board. 1734 Made all preparations for getting underway. 1815 Finished loading cargo. (Approx. 4,300 tons). 1820 Started degaussing system. Underway from alongside Pier 28, Honolulu. Various courses and speeds out of harbor. 1839 Passed outside of submarine defense net. 1840 Buoy No. 4 abeam. 1848 Pilot left ship. 1855 Set course 200° (T). Joined U.S.S. JARVIS and U.S.S. PATTERSON. 1858 General Quarters. 1907 Set Condition III watches. 1935 Set standard speed, 15.5 knots. S.S. "MORMAGSTAR" joined. 2000 Changed to evasive course 245° (T). Ships darkened. 2045 Resumed base course. Zig zagging. U.S.S. JARVIS on port bow, U.S.S. PATTERSON on starboard bow and S.S. "MORMAGSTAR" on starboard quarter 600 yards distant. (Task Group 2.4). Fine weather.

23 May 1942 (Zone plus 9½)

Underway in convoy with "MORMAGSTAR" on starboard quarter; U.S.S. JARVIS and U.S.S. PATTERSON escorting (Task Group 2.4). 0200 Stopped zig zagging. 0530 Resumed zig zagging. 0800 Position by obs. 18° - 24' N 159° - 13.5' W. 0725 Sighted 2 friendly planes. 0912 Fired 3" A.A. battery as test. 0930 Retarded clocks 30 minutes to Zone plus 10 time. 1000 (Zone plus 10) Ceased zig zagging, resumed base course of 200° (T). 1200 Position by obs. 17° - 21' N, 159° - 37' W; 256 miles from Honolulu. (15.0). 1450 Sighted cruiser and destroyer bearing 215° (T). Cruiser identified first as U.S.S. HONOLULU. 1500 "HONOLULU" and destroyer passed on opposite course, distant about 5 miles. 1930 Ceased zig zagging. Resumed base course. 1940 Changed to evasive course 155° (T). 2000 Position by observation 15° - 36' N, 160° - 15' W. 2040 Resumed base course. 2050 Resumed zig zagging.

24 May 1942 (Zone plus 10)

Underway as before in Task Group 2.4. 0120 Stopped zig zagging. Fine weather. 0800 Position by obs. 12° - 47' N, 161° - 14' W. 0900 Test fired all 20 mm machine guns. 0905 Sighted aircraft. 0915 Plane disappeared to westward. Identified as friendly. 1130 Sighted plane bearing 270° (T), about 10 miles distant, flying Northward. 1200 Position by obs. 11° - 51' N, 161° - 35' W. Day's run 348 miles. (14.5) Frequent rain squalls from 1500. 1930 Stopped zig zagging and resumed base course. 2000 Changed to evasive course 245° (T). Position by D.R. 9° - 59' N, 162° - 16' W. 2040 Resumed base course. 2050 Resumed zig zagging.

25 May 1942 (Zone plus 10)

Underway as before in Task Group 2.4. 0210 Stopped zig zagging. 0545

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Resumed zig zagging. 0800 Position by obs.  $7^{\circ} - 25' N, 163^{\circ} - 35' W$ . Heavy rain most of the day. 1200 Position  $6^{\circ} - 35' N, 164^{\circ} - 04' W$ . Day's run 351 miles (14.6). 1930 Ceased zig zagging and resumed base course. 1945 Changed to evasive course  $162^{\circ} (T)$ . 2000 Position by D. R.  $4^{\circ} - 49' N, 164^{\circ} - 58' W$ . (No observation). 2030 Resumed base course. 2040 Resumed zig zagging.

26 May 1942 (Zone plus 10)

Underway as before in Task Group 2.4. 0300 Ceased zig zagging and came to base course. 0630 Resumed zig zagging. 0800 Position by obs.  $2^{\circ} - 21' N, 165^{\circ} - 58' W$ . 0815 Stopped zig zagging. 0840 Escorting destroyers made possible submarine contact, bearing  $290^{\circ} (T)$ . 0845 Changed course to  $180^{\circ} (T)$ . 0850 Resumed base course. "PATTERSON" conducting search lost contact on bearing  $045^{\circ} (T)$  from convoy. Contact did not develop. 0915 Resumed zig zagging. "PATTERSON" on starboard quarter of convoy. 1023 Two vessel sighted bearing  $194^{\circ} (T)$ . "PATTERSON" on starboard bow. 1045 Identified as U.S.S. LANG escorting a lumber schooner. 1158 Escort vessels made submarine contact bearing  $190^{\circ} (T)$ . Made search, but lost contact. 1200 Position by obs.  $1^{\circ} 25.5' N, 166^{\circ} 26' W$ . Day's run 340 miles (14.2). 1845 Crossed equator for 5th time (in Long.  $167^{\circ} - 12' W$ ). 1930 Stopped zig zagging and resumed base course. 1945 Changed to evasive course  $252^{\circ} (T)$ . 2030 Resumed base course. 2040 Resumed zig zagging.

27 May 1942 (Zone plus 10)

Underway as before in Task Group 2.4. 0400 Stopped zig zagging. 0630 Resumed zig zagging. 0800 Position by obs.  $2^{\circ} - 47' S, 169^{\circ} - 56.5' W$ . 1200 Position by obs.  $3^{\circ} - 42' S, 169^{\circ} - 26' W$ . Day's run 357 miles (14.9). Fine and clear weather. Smooth sea. 1930 Ceased zig zagging. 1945 Changed to evasive course  $252^{\circ} (T)$ . 2000 Position by obs.  $5^{\circ} - 26' S, 170^{\circ} - 27' W$ . 2015 Resumed base course. 2045 Resumed zig zagging.

28 May 1942 (Zone plus 10)

Underway as before in Task Group 2.4. 0610 Stopped zig zagging. 0645 Resumed zig zagging. 0800 Position by obs.  $8^{\circ} - 02.5' S, 171^{\circ} - 56' W$ . 1127 Passed midway between Atafu and Nuku Nono Islands (Union Group) and did not sight them. 1200 Position by obs.  $8^{\circ} - 55' S, 172^{\circ} - 18' W$ . Day's run 357 miles (14.9). 1400 Retarded clocks one hour to Zone plus 11 time. 1845 (Zone plus 11) Ceased zig zagging and resumed base course. 1900 Changed course to  $252^{\circ} (T)$ , for purpose of evasion. 1930 Resumed base course. 2000 Resumed zig zagging. 2000 Position by obs.  $10^{\circ} - 47' S, 173^{\circ} - 23.5' W$ . 2400 Advanced date one full day to May 30, 1942.

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30 May 1942 (Zone minus 13)

Underway as before in Task Group 2.4. Zig zagging all night under Condition II watches since departure. Fine and clear weather. 0800 Position by obs.  $13^{\circ} - 19' S$ ,  $174^{\circ} - 48' W$ . 0815 Sighted plane bearing  $230^{\circ}$  (T). (Unidentified). Changed base course to  $233^{\circ}$  (T). 0900 Changed base course to  $231^{\circ}$  (T). 1200 Position by obs.  $13^{\circ} - 58' S$ ,  $175^{\circ} - 34' W$ . Day's run 362 miles (14.5). 1930 Stopped zig zagging and resumed base course. 2000 Changed to evasive course  $276^{\circ}$  (T). Position  $15^{\circ} - 11.5' S$ ,  $177^{\circ} - 07' W$ . 2030 Resumed base course  $231^{\circ}$  (T). 2100 Resumed zig zagging. Bright moonlight all night.

31 May 1942 (Zone minus 13)

Underway as before in Task Group 2.4. 0437 Sighted Wailangalala Light bearing  $215^{\circ}$  (T). Distant 20 miles. 0530 Ceased zig zagging and resumed base course. 0614 Wailangalala Light abeam 5 miles bearing  $141^{\circ}$  (T). Entered Namuku Passage. Fine and Clear weather. 0710 Changed course to  $236^{\circ}$  (T). 0742 Sighted British Merchant vessel bearing  $200^{\circ}$  (T). 0800 Position  $16^{\circ} - 57.5' S$ ,  $179^{\circ} - 33' W$ . 0943 Sighted South Cape, Laveuni Islands abeam, 16.5 miles. 1000 Crossed 180th Meridian for 1st time. 1200 Position  $17^{\circ} - 32' S$ ,  $179^{\circ} - 33' E$ . Day's run 354 miles (14.7). 1212 Koro Island Lighthouse abeam, bearing  $328^{\circ}$  (T). 1256 Changed course to  $224^{\circ}$  (T). 1350 Mbatiki Islands abeam 4 miles, bearing  $314^{\circ}$  (T). 1435 Sighted unidentified plane which disappeared in clouds. 1450 Heavy rain squall. Poor visibility. 1530 Changed course to  $250^{\circ}$  (T). 1611 Nasilai Reef Lighthouse abeam 5.7 miles, bearing  $340^{\circ}$  (T). 1628 Changed course to  $270^{\circ}$  (T). Started degaussing system. 1655 Nokaluva Island abeam 3 miles. 1725 Reduced speed. Heavy rain squall. Changed course to  $300^{\circ}$  (T). 1730 Changed course to  $360^{\circ}$  (T). 1740 Changed course to  $010^{\circ}$  (T) on range. 1807 Passed thru submarine defense net. West Side beacon abeam. 1818 East Side beacon abeam. Secured Condition watches. 1823 Let go port anchor, 45 fathoms of chain in 12 fathoms of water in Suva Harbor. Secured degaussing system. Bearings: East Side beacon  $246^{\circ}$  (T), Black beacon  $294^{\circ}$  (T) and Black beacon  $057^{\circ}$  (T). 1837 Darkened ship. 1855 All Task Group at anchor. 2005 Retarded clocks one hour to Zone minus 12 Time. Distant from Honolulu, T.H.: 2,814 miles.

*L. P. Padgett, Jr.*  
L. P. PADGETT, Jr.



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WAR DIARY

U.S.S. PROCYON

From: June 1, 1942

To: June 30, 1942

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 June 1942 (Zone 12 Time)

At anchor in Suva Harbor, Fiji Islands. 0700 "MORMACSTAR" and U.S.S. JARVIS underway and stood out for Lautoka. 0714 Pilot Hay came on board. 0737 Underway from anchorage. 0813 Moored to Number 1 Berth of King's Dock. Port side to dock. 1045 55 soldiers and 2 civilian passengers disembarked. 1355 Began discharging U.S. Army cargo which continues day and night.

2 June 1942 (Zone 12 Time)

Moored to Number 1 Berth, King's Dock, Suva, Fiji Islands. Discharging cargo. 1645 H.M.S. LEANDER and U.S.S. BULMER and U.S.S. PAUL JONES stood in.

3 June 1942 (Zone 12 Time)

Moored to Number 1 Berth, King's Dock, Suva. Discharging U.S. Army equipment day and night.

4 June 1942 (Zone 12 Time)

Moored to Number 1 Berth, King's Dock, Suva. Discharging U.S. Army equipment day and night. 0810 U.S.S. WRIGHT and U.S.S. TUCKER stood in and anchored. 1100 Lt. (jg) Wesley A. Sherberth sustained injury to right leg when hatch roller slipped and struck him. 1105 H.M.S. LEANDER left dock and anchored in harbor. 1230 U.S.S. BULMER, U.S.S. PAUL JONES and U.S.S. WRIGHT got underway and departed. 1251 Lt. (jg) Wesley A. Sherberth taken to hospital for Xray. 1431 Lt. (jg) Sherberth returned on board. Leg badly injured and bruised, no broken bones shown by Xray. 1700 Cargo operations finished. Made all preparations for getting underway. Pilot Hoddinott on board. 1719 Left King's Dock; various courses and speeds. 1732 East Beacon abeam. 1735 West Beacon abeam close. Passed out of submarine net defenses. 1736 Set course 199° (T). 1800 Began Zig Zagging. Proceeding toward Lautoka escorted by U.S.S. PATTERSON. Darkened ship. Set Condition II watches. Searchlight from shore flashing on ship. 2035 Changed base course to 223° (T). 2245 G. Washington light, Kandevu abeam 10 miles. Changed base course to 311° (T). Rain squalls. Reduced visibility.

5 June 1942 (Zone 12 Time)

Underway toward Lautoka (Viti Levu) Fiji Islands escorted by U.S.S. PATTERSON speed of advance 12 knots. 0518 Sighted land bearing 45° (T). 0530 Stopped zig zagging. Slowed to 2/3 speed. Poor visibility. Changed the course to 090° (T). Raining. 0538 Reduced speed to 1/3 standard. 0550 Started degaussing system. 0618 Changed course to 180° (T). 0635 Increased speed to 2/3 standard. 0730 Mavula

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5 June 1942 (Cont'd)

Reef Lighthouse abeam, 0.3 miles. Changed course to 077° (T). Various courses and speeds. 0720 Momi Lighthouse (Lower) abeam 1.8 miles. 0751 Turtle Rock Buoy abeam 0.9 miles. 0830 Na Korokoro Lighthouse abeam 1.1 miles. 0845 Anchored off Vio Island in 12 fathoms of water with port anchor and 30 fathoms of chain on following bearings, Vio Island Light 069° (T). Chimney of Sugar Mill 099° (T). U.S.S. PATTERSON also anchored. Secured degaussing system. (Lautoka). 0900 Captain and Pilot Hoddinott left ship. Awaiting docking orders and laborers off Lautoka. Raining. 1230 Made all preparations for getting underway. 1254 Underway from anchorage, "PATTERSON" also got underway. Pilot Mac Donald conning. 1312 Vio Island light beacon abeam. Stopped for laborers. 1340 Anchored N.E. of Vio Island in 8 fathoms of water. 1450 Laborers (84) came on board. 1454 Underway from Vio Island; various courses and speeds between reefs and cays. Pilot Mac Donald conning. "PATTERSON" following. 1518 North end Mbekana Island abeam. 1533 Yawalau Island abeam 0.2 miles. 1555 Malevu Island abeam 0.5 miles bearing 100° (T). 1645 Arrived off Vatia. Various courses and speeds approaching dock. 1710 Alongside dock at Vatia. 1714 "PATTERSON" anchored. 1713 Secured port side to dock. 1755 Resumed discharging cargo. (Aft only). Short Dock. 2225 Kodia G. B., Corp, 42nd Bombing Sq (H) AC injured by brow carrying away when he was leaving ship (Head lacerated). Treated on board and admitted to sick bay for observation.

6 June 1942 (Zone 12 Time)

Moored to dock at Vatia; discharging cargo day and night. 0445 Timaci Koro, native laborer sustained laceration, right foot, while working in No. 5 Hold. Returned to work after treatment. 0900 Kodis discharged 2130 Shifted ship 74 yards astern to discharge forward holds.

7 June 1942 (Zone 12 Time)

Moored as before at Vatia, Viti Levu, Fiji Islands. Discharging cargo day and night. Fine weather.

8 June 1942 (Zone 12 Time)

Moored as before at Vatia. Discharging cargo day and night.

9 June 1942 (Zone 12 Time)

Moored to dock, Vatia. Discharging cargo. 0630 Made preparations to get underway. 0730 Stopped cargo operations for this dock. 0743 Underway from pier at Vatia and proceeding toward Lautoka. Pilot Mac Donald Conning. "U.S.S. PATTERSON" got underway and followed. Speed 15 knots. 0830 Hood Reef beacons abeam 0.2 miles. 0857 Eva Cay

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9 June 1942 (Cont'd).

abeam 0.1 miles. 0906 Yawalau Island abeam 0.2 miles. 0927 Mbekana Island abeam 0.1 miles. 0941 Vio Island Lighthouse abeam. U.S.S. JARVIS at anchor. "MORMACSTAR" at dock. "JOHN BARRY" at buoys. 0945 U.S.S. PATTERSON came to anchor off Vio Island. 0955 Moored port side to S.S. "MORMACSTAR" to discharge cargo for transshipment. 1010 Resumed the discharging of cargo. Suva, Vatia, Lautoka: 200 miles in Fijian waters.

10 June 1942 (Zone 12 Time)

Moored alongside "MORMACSTAR" discharging cargo at Lautoka. 0600 Finished cargo operations. (3700 tons discharged in Fijian ports). 0610 Pilot Hoddinott came on board. 0600 Made all preparations for getting underway. 0630 Stationed Special Sea Detail. 0638 Underway from alongside "MORMACSTAR". 0640 U.S.S. PATTERSON underway and stood out; following PROCYON. 0655 Nakorokoro Point abeam 0.3 miles. 0740 Turtle Rock buoy abeam 1 mile. 0800 Position 1.5 miles, 335° (T) from Momi Head beacon. 0805 Momi Head beacon abeam 1 mile. 0827 Pilot left ship off Momi Bay. 0835 "PATTERSON" escort vessel in position ahead. 0855 Set Condition II watches. Standard speed 15 knots. Took departure and set course 238° (T). 1200 Position D.R. 18° - 21' S, 176° - 30' E. Distance from Lautoka 73 miles. Overcast raining; visibility reduced. Vessel rolling. 1800 Stopped zig zagging and resumed base course. 1815 Made evasive course change to 193° (T). 1900 Resumed base course 238° (T). 2000 Position by D.R. 19° - 21' S, 174° - 49' E. Overcast. Moderate Sea. S.E. Trades.

11 June 1942 (Zone 12 Time)

Underway toward Noumea, New Caledonia in company with U.S.S. PATTERSON. 0600 Resumed zig zagging. Overcast, rough sea. 0800 D.R. position 20° - 57' S, 171° - 54' E. 0900 Changed base course to 230° (T). Heavy rain. 1200 Position by obs. 21° - 23' S, 171° - 03' E, Days run 357 miles. (14.8 knots). 1900 Stopped zig zagging. 1915 Made evasive course, change to 185° (T). 2000 Resumed base course. 2000 Position 22° - 35' S, 169° - 27' E by observation. 2200 Changed base course to 248° (T).

12 June 1942 (Zone 12 Time)

Underway as before. U.S.S. PATTERSON escorting. Task Group 2.4. 0400 Changed course to 270° (T). 0630 Resumed zig zagging. 0745 Changed base course to 355° (T). 0800 Position by obs. 23° - 18' S, 166° - 22' E. 0905 Sighted plane, identified as PBY bearing 340° (T). 0915 Sighted plane identified as PBY bearing 340° (T). 0930 Changed base course to 005° (T). 0940 Sighted land bearing North, distant 40 miles. 1000 Sighted Amedee Island Lighthouse bearing 001° (T). Distant 22 miles.



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12 June 1942 (Cont'd).

1010 Changed base course to  $000^{\circ}$  (T). 1030 Started degaussing system. 1100  $3.5^{\circ}$  off Bulari Passage. Changed course to  $050^{\circ}$  (T) "PATTERSON" covering PROCYON'S entrance taking position astern. Various speeds. 1100 Passed H.M.S. "J207" anchored off entrance. 1130 Pilot Gap came on board at northern entrance Bulari Pass. 1140 Rounding Amedee Island to Southward, "PATTERSON" following. 1156 Thisbe Shoal buoy abeam to starboard. 0.5 miles. 1222 Stopped awaiting orders. 1247 Proceeded to anchorage. 1258 Point Pontillon abeam 0.9 miles, bearing  $059^{\circ}$  (T). 1315 Rounding Point Kungu, Ile Nou approaching anchorage. 1321 Secured from Condition II. Heavy rains. 1340 Let go starboard anchor 30 fathoms of chain in 6 fathoms of water. Bearings: Semaphore Station  $116^{\circ}$  (T). Lambert Point  $143^{\circ}$  (T). Secured degaussing system. 795 miles from Lautoka, Fiji. 1350 PATTERSON anchored in Great Road. 1540 Made all preparations for getting underway to dock. 1600 Retarded clocks one hour to Zone minus 11 time. (Zone minus 11 Time) 1505 Underway from anchorage. Pilot Ch. Legras at Conn. 1528 Let go port anchor in 30 fathoms of water with 45 fathoms of chain, off dock. 1542 Secured port side to Mineral Dock, Noumea. 1730 Began cargo operations. Using one dock crane aft and ship's gear.

13 June 1942 (Zone minus 11 Time)

Moored to Mineral Dock, Noumea, N.C. Discharging cargo day and night. 1250 Shifted ship ahead 50 feet. 2 officers and 3 enlisted men passengers came on board.

14 June 1942 (Zone minus 11 Time)

Moored to Mineral Dock, Noumea. Loaded 64 tons. 0600 Finished cargo operations. Discharged 600 tons. 0615 Made all preparations for getting underway. Pilot Gap on board. Started degaussing system. 0630 Left dock. 0645 All clear of dock and proceeded to sea. U.S.S. WALKE got underway. 0707 Rounding Point Kungu, Ile Nou. U.S.S. PATTERSON got underway. 0710 Both Destroyers fell in astern of PROCYON. 0730 Ile Mando Abeam  $\frac{1}{2}$  mile. 0804 Thisbe Shoal buoy abeam 0.1 miles. 0810 Rounding Amedee Island to Eastward. 0834 Pilot left at Northern Passage. 0840 Passed thru Northern Bulari Passage on range, course  $230^{\circ}$  (T). U.S.S. WALKE assumed position ahead. 0845 Set Condition II watches. 0905 Took departure 5 miles,  $230^{\circ}$  from passage and set course  $145^{\circ}$  (T). U.S.S. PATTERSON left, U.S.S. WALKE escorting vessel. Task Group 2.4. Speed of advance 14.5 knots. Pitching considerably at times. Fine and clear. 0930 Began zig zagging. 0955 Sighted transport and destroyer. Identified as U.S.S. WHARTON and escort U.S.S. JARVIS. 1200 Position  $23^{\circ} - 06' S, 166^{\circ} - 45' E$ . Distance from Noumea 55 miles. 1225 Changed base course to  $090^{\circ}$  (T). 1300 Secured degaussing system. 1400 Changed base course to  $082^{\circ}$  (T).

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14 June 1942 (Cont'd)

Vessel rolling and pitching. 1614 Man overboard from "WALKE". PROCYON slowed to 1/3 speed. WALKE maneuvered and picked up man. 1622 Resumed course and speed. 1800 Stopped zig zagging. 1815 Made evasive course change, to 127° (T). 1900 Resumed base course. 2000 Position by obs. 23° - 07' S, 168° - 29' E.

15 June 1942 (Zone minus 11 Time)

Underway as Task Group 2.4 with U.S.S. WALKE escorting toward Tonga Islands. 0600 Began zig zagging. 0608 Sighted Matthew Island bearing 045° (T) distant 32 miles. 0800 Position 22° - 41' S, 171° - 27' E. Matthew Island bearing 340° (T) distant 22 miles. Rough sea. Vessel pitching. 1045 Hunter Island abeam 15 miles, bearing 352° (T). 1200 Position 22° - 35' S, 172° - 25' E. Day's run 321 miles. (13.4 knots). 1300 Sighted 2 vessels identified as U.S.S. CURTIS and Destroyer escorting, bearing 065° (T) (Destroyer is U.S.S. Mc FARLAND). 1300 Advanced clocks one hour to Zone-12 time. 1845 (Zone-12 Time) Made evasive course change to 040° (T). Stopped zig zagging. 1915 Resumed base course 082° (T). 2000 Position by obs. 22° - 18' S, 173° - 59' E. (Speed 12.5 knots). Rough sea. Vessel rolling and pitching.

16 June 1942 (Zone 12 Time)

Underway toward Tonga Islands escorted by U.S.S. WALKE. 0600 Began zig zagging. 0800 Position by obs. 21° - 49' S, 176° - 54.5' E. (13.4 knots). 1200 Position by obs. 21° - 40' S, 177° - 56' E. Day's run 313 miles. (13.6 knots) Rough sea. Vessel rolling and pitching. Changed course to 085° (T). 1800 Stopped zig zagging. 1815 Made evasive course change of course to 125° (T). 1845 Resumed base course 085° (T). 2000 Position by Obs. 21° - 36' S, 179° - 58' E. Did not change the date. 2008 Crossed 180th meridian bound east. Weather moderating. Cloudy.

17 June 1942 (Zone 12 Time)

Underway toward Tonga Islands. Task Group 2.4. U.S.S. WALKE escort vessel. 0545 Began zig zagging. Overcast. 0800 Position 21° - 20' S, 176° - 48' W, (14.7 knots) by D.R. Changed base course to 080° (T). 0830 Changed base course to 075° (T). 1200 Position by obs. 21° - 08' S, 175° - 42' W. Day's run 356 miles. (14.8). Changed base course to 067° (T). Experienced Easterly set for last 60 miles. 1210 Sighted land (Tongatabu Island) bearing 090° (T) distant 19 miles. 1314 Niu Aunfo Lighthouse abeam 5 miles, bearing 160° (T). 1441 Entered channel to Nukualofa anchorage. WALKE following in. 1532 Anchored

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17 June 1942 (Cont'd)

in Nukualofa harbor in anchorage No. 22 on bearings (T) Ulanja Uta West beacon  $233^{\circ}$ , Beacon "E"  $120^{\circ}$  (1089 miles from Noumea). Ship's present: U.S.S. RAINIER, U.S.S. BARKER, U.S.S. ANTARES, U.S.S. WHITNEY, U.S.S. MONTGOMERY, U.S.S. RAMSEY, U.S.S. SOLACE, S/S MOERMAGSTAR and Dutch Merchant ship. U.S.S. WALKE stood in and anchored in anchorage No. 24.

18 June 1942 (Zone 12 Time)

At anchor in anchorage No. 22, Nukualofa, Tonga Islands to receive passengers, mail and 11 tons of cargo. 9 officers and 67 enlisted men passengers came on board. 1200 Started degaussing system. Made all preparations for getting underway. U.S.S. WALKE underway and stood out to cover channel entrance. k208 Underway from Nukualofa anchorage for Pago Pago, Samoa. 1235 Entered buoyed channel. 1301 Passed out of channel. Took departure and set course  $325^{\circ}$  (T). General Quarters. 1315 Set Condition II watches. U.S.S. WALKE escorting and took position ahead. Various courses rounding Tongatabu Island. 1355 Niu Amofu Lighthouse abeam 6.5 miles, bearing  $180^{\circ}$  (T). Strong S.E. trade winds. Moderate to rough sea. 1510 Secured the degaussing system. 1830 Changed course to  $080^{\circ}$  (T). 14 miles south of Kallau, Tonga Islands. 2000 Position  $21^{\circ} - 38' S$ ,  $174^{\circ} - 36' W$ . Experienced strong Easterly sets along SW coast of Tonga Island. 2230 Changed course to  $025^{\circ}$  (T).

18 June 1942 (Zone 12 Time)

Underway as Task Group 2.4. U.S.S. WALKE escorting. 0001 Retarded Civil date one full day to June 18 (2). Crossing International Date Line toward East. 0500 Resumed zig zagging. 0800 Position by observation  $19^{\circ} - 25' S$ ,  $172^{\circ} - 52' W$ . 1200 Position by Obs.  $18^{\circ} 35' S$ ,  $172^{\circ} - 29' W$ . Day's run 338 miles (14.3 knots). Moderate S.E. sea. S.E. Trades. 1300 Advanced clocks one hour to Zone plus 11 Time. 2000 (Zone plus 11 Time) Position by obs.  $17^{\circ} - 05' S$ ,  $171^{\circ} - 59' W$ . Darkening ship nightly. Under Condition II Watches. At 1915 made evasive course change to  $340^{\circ}$  (T) and at 2000 resumed base course.

19 June 1942 (Zone plus 11 Time)

Underway toward Pago Pago, Samoa. U.S.S. WALKE escort vessel. Task Group 2.4. Rough sea. Rolling considerably. Rain. 0810 Sighted land ahead. 8 miles. Poor visibility. 0820 Stood off awaiting better visibility. 0935 H.M.S. ACHILLES stood in toward port. 1005 Proceeding toward harbor entrance. 1048 Lt. (jg) RIFE on board as pilot. 1052 Tower Rock abeam, 300 yards to port bearing  $310^{\circ}$  (T). 1058 Passed inside net defense. 1117 Anchored in Pago Pago harbor. Bearings: Lepua lower beacon  $041^{\circ}$  (T). Breakers Point



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19 June 1942 (Cont'd).

138° (T), Goat Island Beacon 186° (T). From Tongatabu Island 618 miles. Heavy rain continuous. 1130 Pilot left ship. 1500 Received 3 tons of cargo, mails and 2 officer passengers FFT and 19 enlisted men passengers. 1548 U.S.S. O'BRIEN underway and stood out of harbor to cover entrance. 1619 Underway from Pago Pago, Samoa. Pilot Rife at Conn. (Task Group 2.4) 1627 Passed out of net defense. 1630 Breaker Point abeam. 1635 Tower Rock abeam. 1640 Pilot left ship. 1650 Gooconut Point abeam. 1655 Set Condition II watches. 1715 Set course 090° (T). 1810 U.S.S. O'BRIEN joined up as escort and took station ahead. Changed course to 025° (T). Rough sea. Rain.

20 June 1942 (Zone plus 11 Time).

Underway from Pago Pago toward Pearl Harbor as task group 2.4. U.S.S. O'BRIEN escorting. 0530 Began zig zagging. 0800 Position by obs. 10° - 42' S, 168° - 47' W. 268 miles from Pago Pago. 1900 Stopped zig zagging. 1915 Made evasive course change to 340° (T). 1955 Resumed base course 025° (T). 2400 Stopped zig zagging.

21 June 1942 (Zone Plus 11 Time)

Underway toward Pearl Harbor as Task Group 2.4. U.S.S. O'BRIEN escorting. Fine weather. Moderate breeze and sea. 0530 Resumed zig zagging. 0800 Position by obs. 6° - 19' S, 166° - 58' W. 1200 Position by obs. 5° - 27' S, 166° - 34' W. Day's run 343 miles (14.3) 1300 Advanced clocks one hour to zone plus 10 time. 2000 (Zone plus 10) Stopped zig zagging. 2000 Position by obs. 2015 Made evasive course change to 070° (T). 2100 Resumed base course 025° (T).

22 June 1942 (Zone plus 10 Time)

Underway toward Pearl Harbor as Task Group 2.4. U.S.S. O'BRIEN escorting. 0130 Stopped zig zagging. 0600 Resumed zig zagging. Weather fine and clear. 0800 Position by obs. 1° - 37' S, 164° - 57' W. 1200 Position by obs. 0° - 43' S, 164° - 33' W. Day's run 308 miles (13.4). 1520 Crossed equator for the 6th time (bound North) in Longitude 164° - 14' W. 2000 Position by obs. 1° - 00' N, 162° - 53' W. (13.9). 2015 Made evasive course change to 070° (T). 2100 Changed to new base course 027° (T).

23 June 1942 (Zone plus 10 Time)

Underway toward Pearl Harbor. Task Group 2.4. U.S.S. O'BRIEN escorting. 0230 Stopped zig zagging. 0600 Resumed zig zagging. 0800 Position by obs. 3° - 30' N, 162° - 40' W. (13.9) Changed base course to 038° (T). 1200 Position by obs. 4° - 15' N, 162° - 06' W. Day's run 333 miles. (13.88). Weather fine and clear.

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23 June 1942 (Cont'd).

Moderate breeze and sea. 1835 Sighted 2 friendly aircraft which circled ship and departed to westward (toward Palmyra). 2000 Position by obs.  $6^{\circ} - 01' N$ ,  $161^{\circ} - 24' W$ . (14.5).

24 June 1942 (Zone plus 10 Time)

Underway toward Pearl Harbor as Task Group 2.4, escorted by U.S.S. O'BRIEN. 0800 Position by obs.  $8^{\circ} - 56' N$ ,  $160^{\circ} - 42' W$ . (15.0) Cloudy. Rain squalls. Rough sea. Fresh NNE wind. 1200 Position by obs.  $9^{\circ} - 29' N$ ,  $160^{\circ} - 24' W$ . Day's run 351 miles (14.8). 2000 Position by DR  $11^{\circ} - 39' N$ ,  $160^{\circ} - 12' W$ . Cloudy. Zig zagging Under Condition II watches. Ship darkened nightly.

25 June 1942 (Zone plus 10 Time)

Underway as Task Group 2.4, toward Pearl Harbor. U.S.S. O'BRIEN escorting. 0700 Changed base course to  $016^{\circ} (T)$ . 0800 Position by obs.  $14^{\circ} - 17' N$ ,  $159^{\circ} 51' W$ . 0900 Sighted patrol plane bearing  $030^{\circ} (T)$  which flew by at distance toward South. 1200 Position by obs.  $15^{\circ} - 12' N$ ,  $159^{\circ} - 36' W$ . Day's run 329 miles (13.7) Partly cloudy. Moderate rough NE sea. Fresh breeze. 2000 Position by Obs.  $16^{\circ} - 57' N$ ,  $159^{\circ} - 10' W$ . (13.4).

26 June 1942 (Zone plus 10 Time).

Underway toward Pearl Harbor. (Task Group 2.4) U.S.S. O'BRIEN escorting. Cloudy. Rain squalls. 0800 Position  $19^{\circ} - 36' N$ ,  $158^{\circ} - 19' W$ . Poor observation. 0840 Changed base course to  $014^{\circ} (T)$ . 0900 Advanced clocks 30 minutes to Zone plus  $9\frac{1}{2}$  Time. 1200 (Zone plus  $9\frac{1}{2}$  Time) Position by obs.  $20^{\circ} - 34' N$ ,  $158^{\circ} - 05' W$ . Day's run 335 miles. (14.25). 1300 Sighted Oahu, Island ahead, distant 30 miles. 1450 Barbers Point Lighthouse abeam 7 miles bearing  $305^{\circ} (T)$ . 1511 Entered Pearl Harbor buoyed channel (Buoys No. 1 and 2). 1525 Windmill Point abeam. Inside net defenses. 1535 Waipio Point abeam. U.S.S. O'BRIEN following in. 1540 Pilot Carlson came on board and took Conn. 1545 Rounding Ford Island to Southward. 1600 Passed Magazine Wharf. 1610 Arrived off Dock. Tug "142" aft to assist in docking. 1625 Secured starboard side to Pier H 3, Pearl Harbor. 1630 Pilot left. 2318 miles total distance from Pago Pago. U.S.S. O'BRIEN moored in nest by U.S.S. DIXIE.

27 June 1942 (Zone plus  $9\frac{1}{2}$  Time)

Moored to Pier H 3, Pearl Harbor, T.H. to receive and discharge passengers and mails. Discharged 10 officers and 12 enlisted men passengers.

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28 June 1942 (Zone plus 9½ Time)

Moored to Pier H 3, Pearl Harbor, receiving passengers and mails. 11 Officer and 116 enlisted men passengers. Total officer passengers 15; enlisted men passengers 194. 0930 Made all preparations for getting underway. 0950 Pilot Carlson came on board. 0958 Underway from Pier H 3, Pearl Harbor. Tug aft. 1005 Clear of dock. Proceeding around Northern end of Ford Island. Tug left. 1043 Windmill Point abeam. 1052 Set Condition II watches. Pilot left. 1056 Passed out of buoyed channel. 1100 Took departure and set course. U.S.S. WARD joined as escort and patrolled ahead. 1115 Aloha Tower abeam 3.9 miles, bearing 026° (T). 1135 Diamond Head Lighthouse abeam 2.6 miles, bearing 026° (T). Changed course to 086° (T). 1200 Position 2.7 miles south of Koko Head. 22 miles from Pearl Harbor. 1230 Makapuu Point Lighthouse bore 305° (T), distant 7 miles on course 035° (T). 1400 Secured degaussing system. Began zig zagging. 1630 Changed base course to 047° (T). 2000 Position by obs. 22° - 30' N, 156° - 26' W. 2400 U.S.S. WARD, escort vessel, left as prearranged.

29 June 1942 (Zone plus 9½ Time)

Underway from Pearl Harbor toward San Francisco, proceeding singly; under Condition II watches. Zig zagging. Ship darkened nightly. 0800 Position by obs. 24° - 14.5' N, 154° - 17' W. (13.1). Sighted plane bearing 190° (T), distant 10 miles. 1200 Position by obs. 24° - 57' N, 153° - 29' W. Day's run 327 miles (13.6). 2000 Position by obs. 26° - 17' N, 151° - 51' W. 2030 Made evasive course change to 090° (T). 2100 Returned to base course.

30 June 1942 (Zone plus 9½ Time)

Underway from Pearl Harbor toward San Francisco. Proceeding singly. Darkening ship nightly. Under Condition II watches. 0030 Changed base course to 053° (T). 0800 Position by obs. 28° - 00' N, 149° - 16.5' W. (14.6). 0830 Advanced clocks 30 minutes to Zone plus 9 Time. 1200 (Zone plus 9 Time) Position by obs. 28° - 34' N, 148° - 24' W. Day's run 350 miles. (14.9). 1330 Changed base course to 059° (T). Partly cloudy. Small sea. Gentle SSW breeze. 2000 Position 29° - 40' N, 146° - 24' W. (No. Obs.) (DR). 2045 Made evasive course change to 020° (T). 2115 Resumed base course 059° (T).

L. P. PADGETT, Jr.

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U.S.S. PROCYON

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 July 1942 (Zone plus 9 Time)

Underway from Pearl Harbor toward San Francisco. Proceeding singly. Zig zagging. Fine and clear. Gentle breeze. Small sea. 0800 Position  $31^{\circ} - 16' N$ , by DR.  $143^{\circ} - 30' W$ , by obs. (15.1). 1200 Position by obs.  $31^{\circ} - 36' N$ ,  $142^{\circ} - 27.5' W$ . Day's run 361 miles. (15.0). 1300 Changed base course to  $062^{\circ} (T)$ . 2000 Position by DR  $32^{\circ} - 36' N$ ,  $140^{\circ} - 15' W$ . (16 knots). 2045 Made evasive course change to  $025^{\circ} (T)$ . 2115 Resumed base course  $062^{\circ} (T)$ .

2 July 1942 (Zone plus 9 Time)

Underway as before. Proceeding singly. Day comes in overcast and raining. 0800 Position by DR  $34^{\circ} - 00' N$ ,  $137^{\circ} - 00' W$ . 1200 Position by obs.  $34^{\circ} - 12.5' N$ ,  $135^{\circ} - 54' W$ . Day's run 366 miles. (15.25). 1300 Advanced clocks 1 hour to Zone plus 8 Time. Cloudy until 1500 then began to rain lightly. 2000 Position by DR  $35^{\circ} - 00' N$ ,  $133^{\circ} - 54' W$ . Misty. 2115 Made evasive course change to  $025^{\circ} (T)$ . 2145 Resumed base course  $062^{\circ} (T)$ .

3 July 1942 (Zone plus 8 Time)

Underway as before. Proceeding singly. Day comes in overcast and misty. 0800 Position by DR  $36^{\circ} - 20' N$ ,  $130^{\circ} - 35' W$ . (15.3). 1200 Position by obs.  $36^{\circ} - 48.5' N$ ,  $129^{\circ} - 41.5' W$ . Day's run 343 miles. (14.9). 1300 Changed base course to  $075^{\circ} (T)$ . 1900 Changed base course to  $085^{\circ} (T)$ . 2000 Position  $37^{\circ} - 14' N$ ,  $127^{\circ} - 185' W$ , by obs. 2100 Made evasive course change to  $050^{\circ} (T)$ . 2130 Resumed base course  $085^{\circ} (T)$ .

4 July 1942 (Zone plus 8 Time)

Underway from Pearl Harbor toward San Francisco. Proceeding singly. On Condition II watches. Zig zagging. Darkening ship nightly. Day comes in overcast. Smooth sea. 0420 Sighted C.L. bearing  $340^{\circ} (T)$ . No challenge and reply was made. Identified as "Helena". On parallel course; C.L. rapidly drew ahead and disappeared. 0800 Position by DR  $37^{\circ} - 30' N$ ,  $123^{\circ} - 43' W$ . 0900 Advanced clocks 1 hour to Zone plus 7 Time. 0935 Started DG system. 0943 Sighted SE Farallon brg.  $064^{\circ} (T)$ ; distance 30 miles (approx.). 1000 Changed base course to  $070^{\circ} (T)$ . 1115 Stopped zig zagging. 1123 SE Farallon abeam 2.0 miles bearing  $000^{\circ} (T)$ . 1126 At Buoy "A", changed course to  $070^{\circ} (T)$ . Proceeding up swept channel. 1200 Position at Buoy "F". 1237 Entered Main Ship Channel. Buoys 1 - 2 abeam. 1305 Mile Rk, L.H., abeam 0.75 mile, bearing  $152^{\circ} (T)$ . 1313 Passed under Golden Gate Bridge; was directed by Shore Station to proceed direct to Mare Island. 1322 Passed between net defense vessels. 1330 Rounded Alcatraz Island. 1339 Angel Island abeam 0.5 miles. 1410 The Brothers L.H., abeam 0.5 mile, bearing  $124^{\circ} (T)$ . 1422 No. 1 Buoy abeam entering approach channel to Carquinez Strait. 1452 Off entrance to Mare Island Strait. 1503 Tug came alongside with orders to anchor. 1511 Let go port anchor on anchorage 21 - center of Carquinez Bridge  $095^{\circ} (T)$  No. 9 dike L.H., bearing  $056^{\circ} (T)$ . 1513 Secured DG equipment. 2150 miles from Pearl Harbor.

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4 July 1942 (Cont'd)

1550 10 officers and 28 enlisted men passengers left ship on tug YT 134., transportation completed. 1750 Tug returned with pilot Oakley. 1753 Underway from anchorage. Pilot directing. 1755 Carquinez L.H., abeam entering Mare Island Strait. 1810 Tug 56 arrived alongside to assist in docking. 1820 Arrived off berth. YT 10 fast aft to assist in docking. 1823 In turning basin. Swinging ship to dock starboard side to Berth 9. Secured to Berth 9, Mare Island, Navy Yard.

5 July 1942 (Zone plus 7 Time)

Moored to dock, Mare Island, Navy Yard. 0745 1 officer and 165 enlisted men passengers left ship transportation completed.

6 July 1942 (Zone plus 7 Time)

Alongside dock, Mare Island, Navy Yard. 0930 Shifted ship from Berth 9 to Berth 10. Undergoing alteration and repairs.

7 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

8 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

9 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

10 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard, Undergoing alteration and repairs.

11 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard, Undergoing alteration and repairs.

12 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard, Undergoing alteration and repairs.

13 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

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14 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

15 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

16 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

17 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

18 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

19 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

20 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

21 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

22 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs. 0902 Shifted from Berth 10 to Drydock No. 2. Pilot Oakley. Tugs moving ship. Engines secured. 0940 Arrived in drydock. 1400 Dock dry. 1500 Workmen sand blasting ship's bottom.

23 July 1942 (Zone plus 7 Time)

In drydock No. 2. Cleaning and painting bottom. Alterations and making repairs continue day and night.

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24 July 1942 (Zone plus 7 Time)

In drydock No. 2, Mare Island, Navy Yard.

25 July 1942 (Zone plus 7 Time)

Undergoing alterations and repairs. Painting bottom.

26 July 1942 (Zone plus 7 Time)

Undergoing alterations and repairs. Painting bottom.

27 July 1942 (Zone plus 7 Time)

Undergoing alterations and repairs. Painting bottom.

28 July 1942 (Zone plus 7 Time)

In drydock No. 2, Mare Island, Navy Yard. 0730 Began flooding dock. 0855 Vessel afloat. 0935 Left drydock No. 2. 0945 Clear of drydock. Pilot Johnston. Tugs No. 62, 122, 4, 13, 326, and 10 assisting. 1015 Secured to Berth 10, Port side to. 1030 Tugs and pilot left.

29 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

30 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

31 July 1942 (Zone plus 7 Time)

Alongside Berth 10, Mare Island, Navy Yard. Undergoing alteration and repairs.

L. P. PADGETT, Jr.

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 August 1942 (Zone plus 7 Time)

Secured to Berth 10, port side to at Mare Island Navy Yard. Undergoing alterations and repairs.

2 August 1942 (Zone plus 7 Time)

Secured to Berth 10, port side to at Mare Island Navy Yard. Undergoing alterations and repairs.

3 August 1942 (Zone plus 7 Time)

Secured to Berth 10, port side to at Mare Island Navy Yard. Undergoing alterations and repairs.

4 August 1942 (Zone plus 7 Time)

Secured to Berth 10, port side to at Mare Island Navy Yard, Undergoing alterations and repairs.

5 August 1942 (Zone plus 7 Time)

Secured to Berth 10, port side to at Mare Island Navy Yard. Undergoing alterations and repairs.

6 August 1942 (Zone plus 7 Time)

Secured to Berth 10, port side to at Mare Island Navy Yard. Undergoing alterations and repairs. 1600 Pilot Oakley came on board. 1620 Tugs "Tillamook", "10", "4", arrived to swing ship from port side to dock to starboard side to dock. 1630 Left berth. 1657 Secured starboard side to Berth 10. 1710 Tugs and pilot left.

7 August 1942 (Zone plus 7 Time)

Moored alongside Berth 10, Mare Island Navy Yard, undergoing alterations and repairs.

8 August 1942 (Zone plus 7 Time)

Moored alongside Berth 10, Mare Island Navy Yard, undergoing alterations and repairs. 1030 to 1110 Loaded ammunition.

9 August 1942 (Zone plus 7 Time)

Moored alongside Berth 10, Mare Island Navy Yard, undergoing alterations and repairs. Loading tank lighters.

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10 August 1942 (Zone plus 7 Time)

Secured to Berth 10, Mare Island Navy Yard, undergoing alterations.

11 August 1942 (Zone plus 7 Time)

Secured to Berth 10, Mare Island Navy Yard, undergoing alterations. 0730 Pilot Johnston came on board. 0757 Underway from Mare Island. Tugs "4" and "10" assisting. 0827 Passed out of Carquinez Strait. 0835 Tugs and pilot left. Various courses and speeds to degaussing range off San Rafael, California. 0948 Awaiting degaussing party off Buoy "A". 1032 Degaussing party came on board. 1051 Commenced running over degaussing range. Degaussing coils cut in and out as directed. 1322 Finished degaussing runs. Began compensating steering and standard compasses for degaussing coils. 1435 Degaussing party left. Compensations completed. Various courses and speeds. Captain at Conn. 1521 Alcatraz Island Light House abeam; 1.5 miles to starboard. 1534 Passed under Oakland Bridge. Pilot Farney came on board and took Conn. 1605 Moored starboard side to Pier 54, South side San Francisco. 1607 Fire in fore-peak. Crew called to fire stations. 1710 Fire out. Caused by wood contacting resistors to anchor windlass. No material damage. 1732 Began fueling ship from fuel barge. 2121 Finished fueling ship.

12 August 1942 (Zone plus 7 Time)

0540 Made preparations to get underway from Pier 54. 0550 Pilot Farney came on board. Foggy, low visibility. 0559 Left berth, Pier 54 San Francisco. No tugs used. 0625 Passed under Oakland Bridge. Pilot Farney left. 0705 Passed thru net defense. 0710 General Quarters. 0725 Passed under Golden Gate Bridge. 0742 Mile Rock abeam. 0754 Entered main ship channel. 0810 Left main ship channel. Following swept channel. 0926 Buoy "A" abeam to port, close. Set course  $211^{\circ}$  (t), speed 75 r.p.m. (14). 0955 Increased standard speed to 85 r.p.m. (15.8). Visibility improved. 1150 Changed course to  $159^{\circ}$  (t). 1200 Position  $37^{\circ} - 05' N$ ,  $123^{\circ} - 22' W$ , 72 miles from Pier 54 San Francisco. 1400 Commenced to zigzag. Cloudy, slight swell, gentle breeze. Under Condition II Watches. 2000 Position  $35^{\circ} - 08' N$ ,  $122^{\circ} - 07' W$ ; (Obs. Q). 2030 Stopped zigzagging.

13 August 1942 (Zone plus 7 Time)

Underway from San Francisco toward San Diego. Ship proceeding singly. Standard speed 16 knots. 0530 Resumed zigzagging. Overcast. 0800 Position by DR  $32^{\circ} - 54' N$ ,  $119^{\circ} - 35' W$ . Changed course to  $100^{\circ}$  (t). 1200 Position  $32^{\circ} - 44' N$ ,  $118^{\circ} - 23' W$ . Day's run 385 miles (16.05). Obtained fix on San Clemente Island. 1508 Entered swept channels off Point Loma. Changed course to  $060^{\circ}$  (t). Weather fine and clear. Smooth sea. Light breeze. 1539 Buoy "1A" abeam, close aboard. Changed course to  $026^{\circ}$  (t). 1552 Buoy "1SD" abeam close. Entered main channel on course of  $353^{\circ}$  (t). Pilot Johnson came on board and took Conn. 1605 Passed inside net defense at Ballast Point. 1616 Beacon #3 abeam. Rounding



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13 August 1942 (Zone plus 7 Time) (Continued)

North Island. 1638 Passed mooring buoy "25". 1647 Buoy "35" abeam. 1650 Arrived off berth, Destroyer Base. Tugs "123" and "148" assisting to dock. 1710 Secured north side of long dock Destroyer Base. starboard side to. Tugs and pilot left. 523 miles from dock to dock San Francisco to San Diego.

14 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California.

15 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California.

16 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California.

17 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California. Destroyer Base making small alterations and repairs.

18 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California. Destroyer Base making small alterations and repairs.

19 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California. Destroyer Base making small alterations and repairs.

20 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California. Destroyer Base making small alterations and repairs. Turning in tank lighters and landing boats, and equipment.

21 August 1942 (Zone plus 7 Time)

Secured to long pier, Destroyer Base, San Diego, California. Destroyer Base making small alterations and repairs. 0830 U.S.S. ALMAACK stood in and moored to dock. 1330 Pilot Johnson came on board. Prepared to get underway. Tugs "128" and "148" to assist. 1409 Left berth at long pier, Destroyer Base. 1413 Clear of dock and proceeded to anchorage at various speeds. 1414 Tugs left. 1430 Passed mooring buoy 22. 1437 Passed Broadway piers. 1503 Anchored on anchorage #206. #3 dolphin bearing 327° (t). #2 beacon bearing 196½° (t).

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22 August 1942 (Zone plus 7 Time)

Anchored on anchorage #206, San Diego, California. 1215 U.S.S. HARRIS underway and stood out. 1239 Underway from anchorage pursuant to secret movement orders. Captain at Conn. Various courses and speeds. 1249 #2 beacon abeam to port, 500 yards. 1251 General Quarters. 1255 Passed thru net defenses. 1257 Ballast Point Light House abeam to starboard, 200 yards. 1300 U.S.S. HENRY T. ALLEN fell in astern. 1316 Buoy "3SD" abeam to starboard, 100 yards. 1327 Buoy "1SD" abeam to starboard, 100 yards. Changed course to 240° (t). Proceeding in swept channel to sea. U.S.S. HARRIS leading, followed by PROCYON, HENRY T. ALLEN, ALMAACK, and ALGORAB, comprising Task Group 3-6-1. 1410 Reached end of swept channel. Changed course to 264° (t). Condition II Watches in effect. Ships taking positions. 1420 Stopped. Ahead 2/3 speed. Various courses. ALGORAB broken down and falling behind. Rest of task group maneuvering around ALGORAB, various courses and speeds. Fine and clear, smooth sea. 1727 Changed course to 269° (t). ALGORAB rejoining group. Proceeded at standard speed (15) in following positions; 1-1 ALMAACK; 2-1 HARRIS; 3-1 ALLEN; 2-2 PROCYON; 3-2 ALGORAB. 1740 Commenced zigzagging. 1845 Sighted 2 vessels, tanker and merchant ship, bearing 230°, 7 miles. 1850 Stopped zigzagging and resumed base course. 1900 Changed course to 180° (t). Overcast. 1930 Darkened ship. 2000 Position 32° - 16' N, 118° - 00' W by DR.

23 August 1942 (Zone plus 7 Time)

Underway as before under secret movement orders in company (Task Group 3-6-1) with ALMAACK 1-1; HARRIS 2-1; ALLEN 3-1; (PROCYON 2-2); ALGORAB 3-2. SOPA in ALLEN, Captain Gray, U.S.N. Standard speed 15. Base course 180° (t). 0520 Changed course to 144° (t). 0540 Resumed zigzagging. 0800 Position by DR 29° - 28' N, 117° - 34' W. Overcast. 1200 Position by Obs. 0 28° - 39' N, 117° - 02' W. Day's run 292 miles. 2000 Position by Obs. \* 27° - 08' N, 115° - 49' W. Under Condition II Watches. Zigzagging. Ships darkened. Bright moonlight.

24 August 1942 (Zone plus 7 Time)

Underway as before as Task Group 3-6-1. 0251 Stopped zigzagging and resumed base course. 0530 Resumed zigzagging. 0820 Position by DR 24° - 52' N, 114° - 04' W. 0947 Changed base course to 142° (t). 1200 Position by Obs. 23° - 57' N, 113° - 28' W. Day's run 342 miles (14.25). 1853 General Quarters. 1926 Resumed Condition II Watches. 2000 Position by Obs. \* 22° - 25' N, 112° - 10' W. 2330 Advanced clocks 1 hour to Zone plus 6 Time. Fine and clear. Bright moonlight night.

25 August 1942 (Zone plus 6 Time)

Underway as before under secret movement orders as Task Group 3-6-1. Zigzagging all night. 0800 Position by Obs. \* 20° - 21' N, 110° - 33' W. 0854 Changed base course to 118° (t). 1130 Passed unidentified tanker

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25 August 1942 (Zone plus 6 Time) (Continued).

and merchant (cargo) vessel to port, 7 miles away, both bound on parallel course to PROCYON. 1200 Position by Obs.  $19^{\circ} - 44' N$ ,  $109^{\circ} - 40' W$ . Day's run 331 miles (14.4). 1936 General Quarters. 1955 Observed eclipse of moon. 2000 Position by Obs. \*  $18^{\circ} - 52' N$ ,  $107^{\circ} - 58' W$ . 2005 Set Condition II Watches. Darkened ships. Zigzagging. 2048 Ceased zigzagging. 2342 Eclipse of moon ended. Partly cloudy.

26 August 1942 (Zone plus 6 Time)

Underway as Task Group 3-6-1 under secret orders. 0200 Resumed zigzagging. Fine and clear. Smooth sea. Light breeze. 0800 Position by Obs. \*  $17^{\circ} - 28' N$ ,  $105^{\circ} - 22' W$ . 1200 Position by Obs.  $17^{\circ} - 04' N$ ,  $104^{\circ} - 25' W$ . Day's run 340 miles (14.18). 1854 General Quarters. 1935 Resumed Condition II Watches. 2000 Position by Obs. \*  $16^{\circ} - 07' N$ ,  $102^{\circ} - 43' W$ .

27 August 1942 (Zone plus 6 Time)

Underway as before in Task Group 3-6-1. Zigzagging. Base course  $118^{\circ}$  (t). Standard speed 14.3 knots. All ships of Group in original formation. 0800 Position by Obs.  $14^{\circ} - 48' N$ ,  $100^{\circ} - 02' W$ . 1200 Position by Obs.  $14^{\circ} - 26' N$ ,  $99^{\circ} - 11.5' W$ . Day's run 342 miles (14.25). 1305 Ceased zigzagging. Various courses and speeds forming column; ALLEN, HARRIS, ALMAACK, ALGORAB, and PROCYON. 1343 General Quarters. 1345 Conducting gunnery test firing; all ships in column and firing. Fired four rounds 3" 50 cal. and 5 rounds 20 m.m. per gun. 1403 Resumed Condition II Watches. 1430 Task Group reforming in following positions: HENRY T. ALLEN 1-1; HARRIS 2-1; ALMAACK 3-1; ALGORAB 1-2; PROCYON 2-2. 1502 Resumed zigzagging. Base course  $118^{\circ}$  (t). Speed 14.2. Weather fine and clear; light breeze; smooth sea. 2000 Position by Obs. \*  $13^{\circ} - 35' N$ ,  $97^{\circ} - 38' W$ . 2109 Stopped zigzagging. 2330 Advanced clocks 1 hour to Zone plus 5 Time.

28 August 1942 (Zone plus 5 Time)

Underway as before. Task group 3-6-1. 0143 Reduced speed. Thunder storm approaching. Visibility reduced. Rain. 0251 Ahead standard (14.2). Base course  $118^{\circ}$  (t). 0630 Resumed zigzagging. Raining. 0730 Stopped zigzagging. 0800 Position by DR  $12^{\circ} - 20' N$ ,  $95^{\circ} - 13' W$ . Cloudy 1200 Position  $11^{\circ} - 48' N$  by DR.  $94^{\circ} - 10' W$  by Obs. Day's run 334 miles (14.5). 1215 Sighted friendly aircraft which circled group (B-17-E). 1300 Raining. Group passing thru water spouts. 1323 Sighted friendly aircraft on port bow, circled group and departed in NE'ly direction. (B-17-E). 1855 Sighted ship bearing  $040^{\circ}$  (t) beyond horizon. 1927 General Quarters. 1943 Resumed Condition II Watches. 2000 Position by DR  $10^{\circ} - 53' N$ ,  $92^{\circ} - 24' W$ . 2010 Stopped zigzagging.



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29 August 1942 (Zone plus 5 Time)

Underway as before. Task Group 3-6-1. Under secret orders. Base course 118° (t). Standard speed 14.2 (~~13.1~~). Cloudy. Rain squalls. 0800 Position by DR 9° - 31' N, 90° - 00' W. 0831 Resumed zigzagging. 0934 Sighted U.S. Army B-17 aircraft on starboard bow. 1023 Sighted steamer bearing 130° (t) on same course, distance 12 miles. 1200 Position by Obs. Q 9° - 06' N, 89° - 08' W. Day's run 339 miles (14.1). 1500 Changed base course to 119° (t). 1900 General Quarters. 1930 Resumed Condition II Watches. 1950 Stopped zigzagging. 2000 Position by Obs. \* 8° - 08' N, 87° - 19' W. Partly cloudy. 2351 Resumed zigzagging.

30 August 1942 (Zone plus 5 Time)

Underway as before. Task Group 3-6-1. Base course 119° (t). Standard speed 14.2 knots. 0710 Changed base course to 090° (t). Cloudy. 0800 Position by DR 6° - 50' N, 84° - 47' W. 1056 Sighted ship bearing 088°(t), 12 miles. 1200 Position by Obs. Q 6° - 48' N, 83° - 50' W. Day's run 354 miles (14.75). 1330 Held fire drill. 1340 Secured from drill. 1800 Sighted land bearing 045° (t), 48 miles. 1841 General Quarters. 1855 Resumed Condition II Watches. 1900 Stopped zigzagging. Heavy rain squalls. 2000 Position by DR 6° - 48' N, 81° - 57' W. 2032 Island Jicarita Light abeam, 24 miles, bearing North (t). 2330 Set clocks ahead 1 hour to Zone plus 4 Time.

31 August 1942 (Zone plus 4 Time)

Underway as before. Task Group 3-6-1. Base course 090° (t). Standard speed 14.3 knots. Cloudy. Passing heavy rain squalls. 0238 Sighted Morro Puercos Light bearing 011° (t), 27 miles. 0430 Changed base course to 060° (t). 0450 Changed base course to 023° (t). 0610 Sighted C. Mala Light bearing 335° (t), distance 19 miles. 0625 Resumed zigzagging. 0713 C. Mala Light abeam, 15.5 miles bearing 293° (t). 0800 Position by Obs. 7° - 35' N, 79° - 41' W. 1000 Sighted Bona Island bearing 359° (t), distance 34 miles. 1015 Changed base course to 000° (t). Increased distance to 2600 yards. Formed column of ships. 1100 Ships in column. Changed base course to 020° (t); distance decreased to 1000 yards. 1150 Changed base course to 000° (t). 1200 Position 8° - 25' N, 79° - 31' W. Day's run 330 miles (14.3). 1244 Isla Bona Light House abeam, 5.2 miles, bearing 270° (t). 1322 Various speeds approaching swept channel buoy. 1412 Taboguilla Island Light House abeam, 1400 yards, bearing 270°(t). 1421 Pilot Farrell came on board. Proceeding slowly. 1506 Entering buoyed channel (Buoy #1 abeam). Secured from Condition II Watches. 1600 Passed Buoy #15 abeam to port. 1619 Let go starboard anchor 30 fathoms chain in Balboa Harbor. Anchor bearings: Balboa rear range, 307½° (t); Beacon 26, 339° (t). 1728 Underway from anchorage, various courses and speeds to Miraflores Locks. 1850 Stopped in Miraflores Locks. 1937 Left Miraflores Locks. 1952 Entered Pedro Miguel Locks. 2020 Left Pedro Miguel Locks.



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31 August 1942 (Zone plus 4 Time) (Continued)

2050 Gold Hill abeam to starboard. In Culebra Reach. 2105 In Empire Reach. Had to move to extreme right edge of cut to avoid barge jutting out into cut from dredger, barely missing barge and right bank of cut. 2115 In Las Cascados Reach. 2126 In Bas Obispo Reach. 2140 Gamboa abeam. 2146 In Gamboa Reach. 2210 At Mamei Curve. 2215 In San Pablo Reach. 2230 Tabernilla Reach. 2240 In Buena Vista Reach. 2251 In Bohio Reach. 2255 In Pena Blanca Reach. 2312 In Gatun Reach. 2348 Entering Gatun Locks. 2350 Stopped at Lock and secured. (Degaussing system operating and set for all courses thru Canal).

L. P. PADGETT, Jr.,

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WAR DIARY

U.S.S. PROCYON

From: September 1, 1942

To: September 30, 1942.

Distribution:

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43439

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 September 1942 (Zone plus 4 Time)

Moored south end Gatun Locks. 0035 Underway and proceeded into Gatun Locks. Pilot W. Farrell Conning. 0042 Stopped in Lock #3, Gatun. 0110 In Lock #2, Gatun. 0130 In Lock #1, Gatun. 0141 Leaving Gatun Locks. 0145 Clear of locks. 0215 Tug "Marrijam" alongside to assist in docking. 0237 Secured port side to Pier 8, Cristobal, C.Z. 0250 Let go tug. 0255 Pilot Farrell left. Three thousand eighty-two (3,082) miles from San Diego, California. Division Commander reported for duty as Transport Division SIX, Amphibious Force, Atlantic Fleet this date.

2 September 1942 (Zone plus 4 Time)

Moored port side to south side Pier 8-C, Cristobal, C.Z. Making minor repairs to main engines. 1800 Retarded clocks 1 hour to Zone plus 5 Time.

3 September 1942 (Zone plus 5 Time)

Moored to Pier 8-C, Cristobal, C.Z. 1300 Left Pier 8-C and shifted ship across slip to Pier 9, starboard side to, astern of USS "HENRY T. ALLEN". 1416 Secured to Pier 9, Cristobal, C.Z. Pilot Cusack. No tugs used. Warped across slip.

4 September 1942 (Zone plus 5 Time)

Moored starboard side to north side Pier 9, Cristobal, C.Z. 1505 Pilot W. A. Wall came on board. 1527 Underway from Pier 9, Cristobal, C.Z. 1535 Clear of dock. USS "ALMAACK" underway from Pier 7. 1535 Tug arrived forward to assist in turning vessel toward main channel. 1543 Let go tug and proceeded various courses and speeds. 1550 Passed west end Cristobal Mole (Degaussing Station F) awaiting remainder of Task Group to get underway and stand out. 1610 USS "ALMAACK" stood out to sea. 1630 USS "HENRY T. ALLEN" stood out to sea. 1640 USS "HARRIS" stood out to sea. 1643 USS "ALGORAB" underway from anchorage and stood out, "PROCYON" following. Raining. 1651 Colon Breakwater abeam. Passed thru defense nets. Set course 000°(T). 1702 Pilot left. 1707 Standard speed (14). 1722 General Quarters. 1730 Set Condition II Watches. 1740 End of swept channel buoy abeam close to port. Task group taking assigned positions as follows: 1-1 "ALMAACK", 2-1 "HENRY T. ALLEN", 3-1 "HARRIS", 1-2 "ALGORAB", 3-2 "PROCYON". Distance and interval 800 yards. Captain A. H. Gray, U.S. Navy. (HENRY T. ALLEN), O.T.C. Escort took stations: "MAYRANT(D-402)" escort commander, ahead, "ROWAN(D-405)", starboard side of group, "CORY (D-463)", port side of group. 1800 In position and began zigzagging. Base course 046°(T). 1852 Isla Grande Light abeam 10 miles. 1920 Stopped zigzagging. 2000 Position 9-55 N., 79-32 W. 2330 Set clocks ahead 1 hour to Zone plus 4 Time, (E.W.T.).

WAR DIARY - U.S.S. PROCYON  
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5 September 1942 (Zone plus 4 Time)

Underway pursuant to secret movement orders as Task Group 3-6-1. Escorted by DD's ROWAN, MAYRANT, AND CARRY. Vessels in positions as before. Base course 046°(T). Standard speed 14 knots. 0611 Began zigzagging. 0730 Increased standard speed to 81 r.p.m. (15 knots) (In group). 0800 Position by D.R. 11-45 N., 77-28 W. 0905 Sighted PBY's bearing 230°(T) which circled group. 1200 Position by obs. Q 12-25-N., 76-45 W. Two hundred and sixty-five miles from Cristobal, C.Z. 1425 Changed base course to 059°(T). 1900 Made evasive course change to 029°(T). Reduced standard speed to 14 knots. 1915 General Quarters. 1950 Resumed condition II Watches. Fine and clear, moderate breeze. 2000 Position by obs.\* 13-36 N., 75-31 W. 2010 Stopped zigzagging. 2200 Changed base course to 069°(T). 2335 Unidentified lighted aircraft passed over.

6 September 1942 (Zone plus 4 Time)

Underway in Task Group 3-6-1 pursuant to secret movement orders. Vessels in position as before. 0600 Resumed zigzagging. 0640 Increased standard speed to 15 knots. 0700 Sighted PBY bearing 320°(T), distance 10 miles. 0800 Position by obs.\* 14-53 N., 73-16 W. 1005 USS "HENRY T. ALLEN" broken down. Group slowed to 10 knots. 1038 USS "HENRY T. ALLEN" underway to resume position. Increased standard speed to 15 knots. 1200 Position by obs. 15-13 N., 72-32 W. Day's run 305' (12.7). 1855 General Quarters. 1923 Resumed Condition II Watches. 1950 Stopped zigzagging. Resumed base course 069°(T). 2000 Position 15-55 N., 70-44 W. Heavy rain squalls. 2100 Changed course to 050°(T). Speed 14 knots.

7 September 1942 (Zone plus 4 Time)

Underway pursuant to secret orders. Positions of vessels as before. Standard speed 14 knots. Base course 050°(T). Ships darkened. 0200 Changed course to 039°(T). 0530 Resumed zigzagging. 0625 Increased speed to 15 knots. 0651 Changed Base course to 072°(T). 0800 Position by obs. 17-50 N., 68-44 W. Fine and clear. 0820 Sighted aircraft (PBY5) bearing 260°(T), distance 10 miles. 0825 Sighted land bearing North, (T), distance 15 miles (Saona Island, Hispaniola). 0855 Point Cana (Saona Island) abeam, distance 10 miles, bearing 342°(T). 0918 Changed base course to 049°(T). 10000 Energized degaussing system. 1107 Monito Island (Mona Passage) abeam 6.5 miles, bearing 139°(T). 1152 Changed base course to 060°(T). 1200 Position 18-23 N., 67-50 W. Day's run 346 miles (14.4). 1242 Changed base course to 017°(T). Desecheo Island abeam 12 miles, bearing 107°(T). 1258 Secured degaussing system. 1402 Sighted U.S. Army plane (B18A) bearing 110°(T), which approached close to. 1755 Changed base course to North(T). 1812 Changed base course to 342°(T). Reduced speed to 14 knots. 1843 General Quarters. 1928 Set Condition II Watches. 1930 Stopped zigzagging. Resumed base course 342°(T). 2000 Position by obs.\* 20-09 N., 67-30 W. Partly cloudy; gentle breeze; slight sea.



WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

8 September 1942 (Zone plus 4 Time)

Underway as before as Task Group 3-6-1. 0530 Resumed zigzagging. 0800 Position by obs.\* 22-52.5 N., 68-29 W. Fine and clear; gentle breeze; small sea. 1200 Position by obs. 23-38 N., 68-47.5 W. Day's run 335 miles (13.95). 1514 USS "HENRY T. ALLEN" broke down. 1514 Stopped zigzagging. 1519 Reduced speed to 10 knots. 1525 USS "HENRY T. ALLEN" resumed position. 1530 Increased speed to 14 knots. Resumed zigzagging. 1853 General Quarters. 1930 Resumed Condition II Watches. 1945 Stopped zigzagging. 2000 Position by obs.\* 25-22 N., 69-30 W., fine and clear; gentle breeze; small sea.

9 September 1942 (Zone plus 4 Time)

Underway as before. Task Group 3-6-1. Base course 342°(T). Standard speed 14 knots. 0525 Resumed zigzagging. Fine and clear; gentle breeze; small sea. 0800 Position by obs.\* 28-03.5 N., 70-34 W. 0836 Changed base course of group to 344°(T); Standard speed 13 knots. 1200 Position by obs. 28-52.5 N., 70-51 W. Day's run 331 miles (13.8). 1245 Increased standard speed to 13.5 knots. 2000 Position by obs.\* 30-30 N., 71-24 N. Stopped zigzagging.

10 September 1942 (Zone plus 4 Time)

Underway as before. Same formation. Task Group 3-6-1. Standard speed 13.5. Base course 344°(T). 0530 Resumed zigzagging. Fine and clear; gentle breeze, small sea. 0800 Position by obs.\* 33-08N., 72-29.5 W. Changed base course to 348°(T). 1035 "CORRY" made contact on underwater listening device. 1038 General Quarters. 1041 Stopped zigzagging. 1045 Changed course 45° to starboard to 033°(T). Increased speed to 15 knots. 1100 Reduced speed to 13.5 knots. 1111 Resumed base course 348°(T). 1116 Resumed zigzagging. Resumed Condition II Watches. "CORRY" making search astern of group. Observed explosions of 3 depth charges. 1200 Position by obs. 33-49 N., 72-39 W. Day's run 311 miles (12.96). 1518 Changed base course to 344°(T). 1910 General Quarters. 1946 Resumed Condition II Watches. 1952 Stopped zigzagging. 2000 Position by obs.\* 35-21 N., 73-00 W.

11 September 1942 (Zone plus 4 Time)

Underway as before. 0400 Changed base course to 324°(T). 0420 Changed base course to 304°(T). Changed base course to 284°(T) at 0440. 0500 Changed base course to 270°(T). 0530 Resumed zigzagging. Increased standard speed to 15 knots. 0640 Started degaussing system. 0700 Changed base course to 245°(T). 0723 Sighted plane approaching from 170°(T). 0738 Changed base course to 232°(T). 0800 Changed base course to 215°(T). 0800 Position 37-16 N., 74-34 W. 0836 On signal from Group Commander

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

11 September 1942 (Zone plus 4 Time) (Continued)

section 1 (HARRIS, ALMAACK, ALLEN) turned <sup>(90°)</sup> left. Section 2 (PROCYON *+ Algorab* and HARRIS) turned 60° right. 0840 HARRIS sounded collision quarters. 0842 HARRIS and ALGORAB collided. ALGORAB striking port side of HARRIS just abaft bridge. HARRIS seen to list heavily to starboard and come back to even keel. ALGORAB backed off with bow stove in. 0845 Group slowed to 1/3rd standard speed. 0900 Resumed standard speed (15.0). HARRIS proceeding independently. ROWAN and CORRY standing by. 0910 Passed "XM" swept channel buoys 1 abeam to port. 0930 Formed column with ALLEN, ALGORAB, and PROCYON, MAYRANT covering advance. 0938 Two planes (U.S.A. B26 & one USN PB type) passed over group. 1008 Passed 2 mine sweepers bound East. 1117 Passed lighted buoy Point "P" close to port. 1200 Position 36-58 N., 75-30 W. Day's run 314 miles (13.1). 1214 Passed buoy #16 close to starboard. 1255 Passed Buoy "2CB" close to starboard. Changed course to 318°(T). 1300 Reduced speed. 1308 Stopped. "ALMAACK" closing up astern. 1317 Proceeding at various speeds. 1320 Passed guard vessel. 1332 Buoy #4 abeam close to starboard. 1400 Passed thru channel in mine field ~~H. O. Henry~~. C. Henry lighthouse abeam bearing 204°(T), distance 0.9 miles. 1412 Entered Thimble Shoal channel. 1430 Buoy #6 abeam. 1451 Buoy #12 abeam. 1500 Thimble Shoal lighthouse abeam, 950 yards to starboard. 1505 Passed inside net defense. 1512 Buoy "B" abeam to starboard. 1520 Old Point Comfort lighthouse abeam, 400 yards. Let go starboard anchor, 45 fathoms chain, 12 fathoms water at Hampton Roads, Virginia. Two thousand, two hundred and fifty-three (2,253) miles from Cristobal, C.Z.

12 September 1942 (Zone plus 4 Time)

Anchored at Hampton Roads, Virginia. 1630 Pilot Walton came on board (tug RELIANCE). 1639 Underway from anchorage. 1647 Buoy #3 abeam entering channel (Sewall Point). 1700 Passed Buoy #12 in mid channel. 1708 Craney Island beacon abeam. 1728 Passed Buoy #26. 1735 Passed Hospital Point. 1740 Passed Town Point beacon. 1745 Tug "RELIANCE" came alongside to assist in docking. 1800 Arrived off Navy Yard, Portsmouth, Virginia. Tugs "115" and "HELEN" assisting to dock vessel. 1815 Secured to Berth 26, port side to, Norfolk Navy Yard. 1834 Tugs and pilot left.

13 September 1942 (Zone plus 4 Time)

Alongside Berth 26, Norfolk Navy Yard, Portsmouth, Virginia. Undergoing repairs and conversion.

14 September 1942 (Zone plus 4 Time)

Alongside Berth 26, Norfolk Navy Yard, Portsmouth, Virginia. Undergoing alterations and repairs.

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

15 September 1942 (Zone plus 4 Time)

Alongside Berth 26, Norfolk Navy Yard, Portsmouth, Virginia. 0605 to 0640 Shifted ship aft to end of pier. Two tugs and pilot used. 1950 Small fire on dock quickly extinguished. Undergoing alterations and repairs.

16 September 1942 (Zone plus 4 Time)

Alongside Berth 26, Norfolk Navy Yard, Portsmouth, Virginia. Making alterations and repairs.

17 September 1942 (Zone plus 4 Time)

Alongside Berth 26, Norfolk Navy Yard, Portsmouth, Virginia. Making alterations and repairs.

18 September 1942 (Zone plus 4 Time)

Alongside Berth 26, Norfolk Navy Yard, Portsmouth, Virginia. Making alterations and repairs. 1141 Tug alongside to assist shifting ship to berth ahead. 1221 Secured to berth. 1800: Additional enlisted personnel and 9 officers reported on board (landing craft crews).

19 September 1942 (Zone plus 4 Time)

Moored as before; undergoing alterations and repairs.

20 September 1942 (Zone plus 4 Time)

Moored as before; undergoing alterations and repairs.

21 September 1942 (Zone plus 4 Time)

Moored as before; undergoing alterations and repairs. 2100 Receiving lubricating oil.

22 September 1942 (Zone plus 4 Time)

0245 Oil barge left. At Berth 26, Norfolk Navy Yard, Portsmouth, Virginia.

23 September 1942 (Zone plus 4 Time)

Secured to dock at Norfolk Navy Yard. Undergoing alterations and repairs. 1600 Pilot Wilson came on board; 3 tugs alongside to assist. 1602 Left berth and shifted to Berth 11. 1632 Secured port side to Berth 11. Tugs and pilot left. 1720 Fuel barge alongside and began fueling ship. 2225 Finished fueling.

WAR DIARY - U.S.S. PROCYON  
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24 September 1942 (Zone plus 4 Time)

At Berth 11, Norfolk Navy Yard, Portsmouth, Virginia. 0830 Pilot Wilson on board. 0940 Tug alongside to assist. 0945 Underway from Berth 11 and proceeded to Hampton Roads anchorage. Pilot Conning. 1010 Passed Hospital Point. 1022 Buoy 27 abeam to starboard. 1030 Lambert Point abeam to starboard. 1039 Craney Island beacon abeam to port. 1045 Buoy 13 to starboard. 1105 Buoy 3 to starboard. 1117 Anchored in 12 fathoms of water with port anchor, 45 fathoms chain, on anchorage #3 Hampton Roads, Virginia. Pilot left. Loading remainder of landing craft.

25 September 1942 (Zone plus 4 Time)

Anchored berth 3, Hampton Roads, Virginia. Instructing crews and practicing discharging a <sup>re</sup>reembarking landing craft.

26 September 1942 (Zone plus 4 Time)

Anchored berth 3, Hampton Roads, Virginia. Exercising boat crews. Receiving stores.

27 September 1942 (Zone plus 4 Time)

Anchored berth 3, Hampton Roads, Virginia. Exercising boat crews.

28 September 1942 (Zone plus 4 Time)

Anchored berth 3, Hampton Roads, Virginia. Discharged landing craft. 1421 Underway from anchorage. 1509 Entered channel. Buoy #3 abeam close to port. 1520 Passed Buoy 8 close to starboard. 1528 Pilot J. R. Wilson came on board. 1532 Buoy 9 abeam to port. 1540 Three tugs came alongside to assist in docking ship. 1542 Buoy 12 abeam close aboard. 1543 Arrived off dock. 1600 Secured starboard side to north side Pier 2, Berth 21, Army Base. 1610 Tugs and pilot left.

29 September 1942 (Zone plus 4 Time)

Berth 21, Pier 2, Army Base. Loading gasoline in No. 5 hold.

30 September 1942 (Zone plus 4 Time)

Berth 21, Pier 2, Army Base. Loading gasoline in No. 5 hold and No. 2 (deep tanks).

L. P. PADGETT, Jr.



WAR DIARY

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U.S.S. PROGYON

From: October 1, 1942

To: October 31, 1942.

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 October 1942 (Zone plus 4 Time)

Berth 21, Army Base, Norfolk, Virginia, Pier 2, docked starboard side to north side of pier. 0850 Pilot Edwards came on board. Three tugs alongside to shift ship. 0900 Left berth, turned ship and docked port side to Berth 21. 0930 Tugs and pilot left. Ship secured port side to dock. Loading U.S. Army equipment, trucks, and vehicles.

2 October 1942 (Zone plus 4 Time)

At Berth 21, Army Base, Norfolk, Virginia. Loading troops and equipment. Embarked 12 officers with 157 troops (7th Infantry & attached 3rd Division officers). 1040 Two tugs alongside to shift ship. Pilot Davis on board. 1052 Left dock, turned in stream and returned to Berth 21, starboard side to. 1111 Moored to Berth 21. 1121 Tugs and pilot left. 1320 Loading landing craft. 1737 Pilot Walter on board. 1753 Pursuant to secret operation order 20-42 Comamphibforlantflt left Berth 21, Army Base. 1800 Clear of docks and proceeded through channel. 1810 Tugs and pilot left. 1830 Passed buoy 10. 1839 Passed buoy 8. 1842 Passed buoy 3A. 1844 Passed buoy 3. 1848 Passed buoy 1. Changed course to 050°. 1859 Fort Wool light abeam, 1000 yards. 1900 Old Point lighthouse abeam, 900 yards. 1902 Changed course to 067°(t). 1709 Buoy 17 abeam to starboard, 100 yards. 1710 General Quarters. 1913 Passed thru net defenses. 1920 Set Condition II M(S). 1921 Thimble Shoal lighthouse abeam, 0.4 miles to port. 1729 Buoy 11 (entrance to Thimble Shoal Channel) abeam. Changed course to 108°(t). 2012 Buoy 1. Changed course to 060°(t). 2025 Buoy TH abeam. Changed course to 323°(t). 2115 Middle Ground Buoy 10 abeam. Ships in column, "LEONARD WOOD" (F) leading, "JOSEPH HEWES", "PROCYON", followed by other AKs and APs of Transport Divisions ONE and THREE, Amphibious Force, Atlantic Fleet. 2240 Wolf Trap light abeam, 2.7 miles to port. 2357 Rappahannock Spit Buoy abeam, 0.5 mile to port.

3 October 1942 (Zone plus 4 Time)

Underway pursuant to secret operation orders with Transport Division ONE and THREE proceeding toward Cove Point, Maryland (Comamphibforlantflt 20-42). 0124 Smith Point light abeam, 2 miles to port. 0315 Hooper Island light abeam, 2.6 miles to starboard. 0432 Anchored in 6½ fathoms off Cove Point. Vessels of group also anchored in assigned berths "PROCYON" in "C-3". 0845 Exercised in lowering all landing craft. 1130 All boats in water. 1700 Reloaded all landing craft.

4 October 1942 (Zone plus 4 Time)

Anchored (C-3), Cove Point, Maryland. 0317 Underway. Ships in column WOOD, JEFFERSON, HEWES, PROCYON followed by other units of group. Buoy 19 abeam to port. 0413 Hooper Island light abeam, 3 miles to port. 0442 Point No Point abeam to starboard, 0.7 miles. 0530 Ships came about to course 000°(t). 0613 Point No Point abeam, 3 miles. 0709 Anchored 282° 3.9 miles from Hooper Island. 0710 Began launching landing craft at "debarkation point". 0900 All boats in water. 1355 Underway from anchorage. Boats following. 1414 Cedar Point light abeam, 1.4 miles

WAR DIARY - U.S.S. PROCYON  
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4 October 1942 (Zone plus 4 Time) (Continued)

bearing 268°(t). 1434 Anchored 2400 yards, 170° relative to "LEONARD WOOD". 1510 Began hoisting in boats. 1525 to 1533 Shifted anchorage. Cove Point lighthouse bearing 290 1/4°(t). Drum Point lighthouse bearing 227°(t). 1550 Resumed hoisting in boats. Small sea. Moderate breeze. 2130 Finished hoisting boats.

5 October 1942 (Zone plus 4 Time)

Anchored with Transport Division ONE off Cove Point, Maryland. 2319 Underway from anchorage. Ships in column, WOOD, JEFFERSON, HEWES, PROCYON followed by other vessels of Transport Division ONE. 2346 Buoy 19 abeam to starboard, 100 yards.

6 October 1942 (Zone plus 4 Time)

0002 Hooper Island Light abeam, 2.8 miles. 0120 Ships turned 180° to left in column. 0257 Anchored at debarkation point. Began launching landing craft. 0550 All boats in water and away from ship. Conducting landing exercises. 1159 Underway from debarkation point. 1300 Anchored off Cove Point Lighthouse. 1320 Sent landing craft for troop reembarkation. Began loading craft on board as they return. 1800 Finished loading on board all landing craft. 2152 Underway from anchorage. Pilot Ford at Conn. Proceeding toward Baltimore. 2315 Sharps Island Light abeam.

7 October 1942 (Zone plus 4 Time)

Underway toward Baltimore. Pilot Ford at Conn. 0015 Bloody Point Light abeam, 1.8 miles. 0115 Sandy Point Light abeam, 0.5 miles. 0124 Entered Baltimore Channel. 0200 Seven Foot Knoll Light abeam. 0236 Fort Carroll abeam. 0315 Anchored on anchorage #3 and began launching boats. 0510 All boats off. 0523 Underway to dock, 2 tugs assisting to dock. Captain Rolfe docking ship. 0610 Passed Lorette Point. 0644 Secured port side to Pier 4, B. & O. docks, Baltimore. 0900 Disembarking troops and discharging equipment. 1315 Finished discharging equipment. Pilot O'Neill aboard. 1434 Underway from Pier 4, 2 tugs used. 1450 Passed Fort McHenry. Let go tugs. 1503 Buoy 15M abeam. 1510 Anchored on #3 anchorage to hoist landing boats. 1515 Began hoisting boats. 1855 All boats stowed. 1904 Underway from anchorage. 1920 Fort Carroll Light abeam. 2029 Left Baltimore Channel, Buoy 10 abeam to starboard. 2041 Sandy Point Light abeam, 0.5 miles. Course 197°(t). 2104 Stopped to discharge pilot off Annapolis Channel. 2130 Pilot boat failed to come out. Proceeded. 2149 Thomas Point abeam, 1.2 miles. 2202 Bloody Point abeam, 2 miles. 2249 Sharps Island Light abeam, 2.9 miles. 2355 Cove Point Light abeam, 1 mile.



WAR DIARY - U.S.S. PROCYON  
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8 October 1942 (Zone plus 4 Time)

0045 Anchored off Cove Point, Maryland, Berth E-4. 0815 Boat #20 took Pilot O'Neill to landing at Solomons, Maryland. 0900 Launching all landing craft for inspection. 1030 Boat #20 returned from Solomons having removed Ensign T. A. Saint and J. A. Donahue from leaking plane J2F from, N.A.S., Norfolk, Virginia and landed them at Solomons. They were passengers. The plane pontoons were leaking. Pilot of plane then took off in the plane. 1116 All boats returned to ship. Training exercise 33AP (Inspection) being conducted. 1330 Exercise 33AP completed.

9 October 1942 (Zone plus 4 Time)

Anchored off Cove Point, Maryland. 0630 Underway pursuant to orders SOPA. Formed column: HEWES, JEFFERSON, PROCYON, BIDDLE and ARCTURUS. Proceeded to debarkation point. 0724 Anchored at Debarkation point. 0732 Began launching boats. 0820 All boats in water except forward tank lighters. Carried out landing exercise with 2 DD's. 1040 Underway from debarkation point and proceeded to anchorage off Cove Point. 1147 Anchored on Berth E-3, Cove Point. 1930 Held fire quarters.

10 October 1942 (Zone Plus 4 Time)

Anchored Berth E-3 Cove Point, Maryland. 0830 Began holding emergency drills and instruction in all condition watch duties. 1030 Secured from drills and exercises.

11 October 1942 (Zone plus 4 Time)

0132 Underway pursuant to orders SOPA, proceeding from anchorage to debarkation point. Ships in column, HEWES, JEFFERSON, PROCYON, BIDDLE, and ARCTURUS. 0155 General Quarters. Set Condition III Watches. 0220 Anchored at debarkation point. 0225 Began launching landing craft. 0330 Finished launching operation. 0615 Began recovering boats as they return to ship. 0855 Finished reloading boats. 0859 Underway from debarkation point toward Lynnhaven Roads to conduct exercise in landing boats through surf. Proceeding singly. 0955 Point Lookout lighthouse abeam 4.6 miles, bearing 250°(t). 1038 Smith Point lighthouse abeam 1.45 miles. 1105 Bell Buoy 12PL abeam to port. 1241 Wolf Trap lighthouse abeam to starboard, bearing 265°(t). 1319 Entered York Spit Channel. 1334 Buoy 1 York Spit Channel abeam close to starboard. 1448 Anchored off Lynnhaven Roads. Moderate gale and sea. 1501 Hove up and headed toward York Spit Channel. Too rough to hold exercise. 1640 Buoy #10 abeam to starboard. 1655 In York Spit Channel. 1729 Anchored in 6 fathoms water on Berth K-3 off Old Plantation lighthouse.



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12 October 1942 (Zone plus 4 Time)

Anchored Berth K-3 off Plantation Flats lighthouse. 0650 Underway toward Cape Henry. Proceeding singly. 0702 Entered York Spit Channel. 0719 Left Channel. 0812 Arrived off Cape Henry. Moderate gale. Rough sea. About ship and returned to anchorage. Sea too rough to hold exercise. 0951 Anchored on Berth K-3 off Plantation Flats. Strong breeze. 1445 Veered chain. No exercises account of bad weather.

13 October 1942 (Zone plus 4 Time)

Anchored Berth K-3 off Plantation Flats lighthouse. Overcast; rain; small sea; moderate breeze; no exercises.

14 October 1942 (Zone plus 4 Time)

Anchored Berth K-3 off Plantation Flats lighthouse. 0700 Underway from anchorage. Raining. 0843 In column, "HEWES", "JEFFERSON", and PROCYON. 0854 Wolf Trap lighthouse abeam, 2.5 miles. 1053 Smith Point lighthouse abeam, 1.2 miles. 1200 Point No Point lighthouse abeam, 1.2 miles. 1223 Anchored in 7 fathoms of water 4 miles South of Hooper Island. Launched 4 landing boats for machine gun practice. 1727 Underway from anchorage. 1750 Formed column after "JEFFERSON". 1800 Point No Point lighthouse abeam 1.7 miles. 1820 Point Lookout lighthouse abeam 4.7 miles. 1905 Smith Point lighthouse abeam, 1.3 miles. 2011 Windmill Point lighthouse abeam 3.6 miles. 2100 Wolf Trap lighthouse abeam, 3.3 miles. 2132 Anchored in 7 fathoms of water, 1.7 miles, bearing 035°(t) from York Spit Channel northern entrance.

15 October 1942 (Zone plus 4 Time)

Anchored north of York Spit Channel. 0848 Underway from anchorage, proceeding singly. 0900 Entered York Spit Channel. Buoys 9 and 10. 0917 Left York Spit Channel. Buoys 1A and 14. 1030 Entered Thimble Shoal Channel. 1127 Thimble Shoal lighthouse abeam, 0.4 miles. 1134 Passed thru net defenses. 1146 Passed Old Point Comfort lighthouse. 1204 Anchored on Berth 4, Hampton Roads, Virginia. 1825 Underway from anchorage pursuant to Service Force order. 1837 Entered Channel. Buoy 4 abeam. 1905 Tug "Wyatt" alongside. Pilot Davis on board. 1912 Buoy #12 abeam to starboard. 1920 Tug "Tassle" alongside. 1921 Craney Island light abeam to starboard. 1926 Arrived off dock. Secured to fueling berth, Craney Island, Starboard side to. Tugs and pilot left. 2250 Began fueling ship.

16 October 1942 (Zone plus 4 Time)

Moored at fueling berth, Craney Island, Norfolk, Virginia. 0050 Finished fueling. 0715 Pilot Davis on board. Tug "Oneka" and "Wyatt" assisting to undock. 0716 Underway from dock. 0731 Tugs and pilot left. 0732 Craney Island lighthouse abeam to port. 0742 Buoy 11 abeam to starboard. 0758 Buoy 4 abeam. Left Channel. 0819 Anchored on Berth S-3 off Newport News Channel. 1531 Underway from anchorage to Army Base.

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

16 October 1942 (Zone plus 4 Time) (Continued)

1553 Entered Channel 300 yards south of Buoy 4. 1556 Tug alongside. Pilot Trekle came on board. 1600 Passed Buoy #8 to starboard. 1618 Passed Buoy #12 to starboard. Secured starboard side to Berth 15, Army Base, Norfolk, Virginia.

17 October 1942 (Zone plus 4 Time)

Secured to Berth 15, Army Base. 1050 Left Berth 15 and shifted ship. Tugs "Nonpareil" and "Helen". Pilot Boniewell. 1107 Secured to Berth 12, port side to.

18 October 1942 (Zone plus 4 Time)

Secured to Berth 12, Army Base. 1000 Began loading U.S. Army cargo and ship's stores.

19 October 1942 (Zone plus 4 Time)

Secured to Berth 12, Army Base. 0800 Resumed loading cargo.

20 October 1942 (Zone plus 4 Time)

Secured to Berth 12, Army Base. Loading cargo.

21 October 1942 (Zone plus 4 Time)

Secured to Berth 12, Army Base, Loading cargo.

22 October 1942 (Zone plus 4 Time)

Secured to Berth 12, Army Base. Loading cargo.

23 October 1942 (Zone plus 4 Time)

Secured to Berth 12, Army Base. Loading cargo. One hundred sixty-nine (169) men and twelve (12) officers of U.S. Army came on board. 1050 Tugs "Nonpareil" and "Reliance" alongside to shift berth. 1055 Pilot Debnam came on board. 1117 Left Berth 12 assisted by tugs. 1128 Clear of Pier 1. Turning ship into Pier 2. 1145 Secured port side to south side, Pier 2, Army Base. 1200 Tugs and pilot left. Resumed cargo operations. 2316 Underway from berth; turned ship. 1146 Docked starboard side to Pier 2, Tugs "Nonpareil", "Peerless" and "Wyatt" assisting. Pilot H. C. Edwards. Cargo Operation finished. 2400 Began hoisting landing craft on board. (520 miles - operated in Chesapeake Bay area).

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

24 October 1942 (Zone plus 4 Time)

At Berth, Pier 2, Army Base. 0350 All landing craft on board. 0658 Underway from dock pursuant to secret movement orders Task Force 34. Tug "Nonpareil", pilot H. C. Edwards undocking. 0715 In channel at Buoy 11. Tug and pilot left. 0727 Buoy 9 abeam. Following U.S.S. "LEONARD WOOD", and followed by "JOSEPH HEWES". 0750 Buoy 3A. 0759 Buoy 3. 0827 Buoy 1. Various speeds to take place in Sortie. 0916 Old Point Comfort light-house abeam, 800 yards. 0936 Passed thru net defenses. 0948 Entered Thimble Shoal Channel. Overcast. Wind Northeast, Force 3. 1045 Buoy 1 abeam. Left channel. 1105 Cape Henry lighthouse abeam, bearing 180°(t); distance 1700 yards. 1150 Buoy 20B abeam to port close aboard. 1200 Position 36-53 N, 75-49 W. 32 miles from pier. 1235 Chesapeake Buoy abeam 1000 yards to port. Proceeding to sea thru swept channel. Ships in column. Condition II watches. 1618 Arrived at Point XM; began forming cruising order as previously designated:

11 Dickman	21 Carroll	31 Jefferson	41 Wood	51 Ancon
12 Arcturus	22 Oberon	32 Biddle	42 <u>Procyon</u>	52 Stanton
13 Kennebec	23 Rutledge	33 Bliss	43 Hewes	53 Thurston
14 H.L. Scott	24 Merrimac	34 Chenango	44 Winooski	54 Monadnock
		35 Miantonomah	45 Lakehurst	

1747 Set course 074°(t) and Standard speed 14 knots. Proceeded as Task Force 34. 2000 Position 37-18 N, 73-42 W. Overcast weather; moderate sea; moderate Northeast breeze. All ships darkened.

25 October 1942 (Zone plus 4 Time)

Underway in Task Force 34. SOPA Admiral Hewett, U.S. Navy in "Augusta". Base course 074°(t). Standard speed 14 knots. Overcast; moderate East-south-east breeze and sea. 0719 Began to zigzag. Force joined additional DDs and CLs. 0800 Position 38-07 N, 70-16 W. 0915 Drilled at making emergency turns until 1045 and resumed zigzagging. 1200 Position 38-26 N, 69-14 W. 327 miles from noon to noon. 1350 Held fire drill. 1403 Secured from fire quarters. 1520 Changed base course to 095°(t) and standard speed 13.0. 2000 Position 38-29 N, 67-00 W. 2330 Changed base course to 069°(t).

26 October 1942 (Zone plus 4 Time)

Underway in Task Force 34. Standard speed 13 knots. 0015 Changed base course to 043°(t). Overcast; rough sly sea; fresh South-southwest breeze. Vessel rolling easily. 0800 Position 39- N, 64- W. 0820 Changed course to 083°(t). 1107 Changed base course to 123°(t). 1148 Increased standard speed to 14 knots. 1200 Position 39-45 N, 62-53 W. Run 307 miles (12.8). Various courses to rendezvous with additional units of Task Force 34. 1730 Stopped zigzagging and returned to base course 083°(t) and standard speed 12 knots. 2000 Position 39-20 N, 61-20 W.



WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

27 October 1942 (Zone plus 4 Time)

Underway in Task Force 34. Standard speed 12. Base course 083°(t).  
0645 Various courses to rendezvous with additional units of Task Force.  
0730 Made rendezvous and convoy joining. Reduced speed to 9 knots.  
0800 Position 39-54 N, 58-20 W. 0848 Formation (According to Annex "E",  
Cruising Orders 6-42) increased speed to standard 14 knots. (Procyon 62)  
(Leonard Wood 61) Base course 083°(t). 0915 Changed base course to 091°(t).  
Fine and clear; fresh Southeast breeze; rough sea. 1200 Position 39-45 N,  
57,19 W. Run 256 miles (10.7). 1500 Increased standard speed to 13  
knots. 2000 Position 39-52 N, 55-13 W. 2400 Advanced clocks one hour  
to Zone plus 3 Time.

28 October 1942 (Zone plus 3 Time)

Underway in Task Force 34. Base course 091°(t). Standard speed 13.  
Cloudy; rain squalls; moderate sea. 0800 Position 39-55 N, 52-16 W.  
0830 Increased speed to 14 knots. 1200 Additional units including 4 CVs  
joined Forces. 1200 Position 39-55.5 N, 51-07 W. Day's run 285 miles (12.4).  
1400 Changed base course to 115°(t). Standard speed 13 knots.  
1800 Stopped zigzagging. 2000 Position 39-21 N, 49-02 W. 2250 Resumed  
zigzagging. 2400 Advanced clocks 20 minutes to Zone plus 2 hours 40  
minutes Time.

29 October 1942 (Zone plus 2 hours 40 minutes Time)

Underway in Task Force 34. Standard speed 13 knots. Base course 115°(t).  
0800 Position 38-29 N, 46-20 W. Fine and clear; moderate breeze (SE);  
moderate sea. 1200 Position 38-06.5 N, 45-21 W. Run 293 miles (12.4).  
1315 Changed base course to 135°(t). 1754 "JEFFERSON" indicated "break  
down". 1800 "JEFFERSON" resumed position. 2000 Position 37-07 N, 43-45 W.  
2400 Advanced clocks 20 minutes to Zone plus 2 hours 20 minutes Time.

30 October 1942 (Zone plus 2 hours 20 minutes Time)

Underway in Task Force 34. Base course 135°(t); 13 knots; standard speed.  
Zigzagging. Ships darkened. Condition II watches. 0050 "AUGUSTA" indicated  
"Not under command", fell out of position. 0101 "AUGUSTA" resumed station  
at head of convoy. 0716 Reduced speed to 8 knots. Fueling operations  
going on at rear of convoy. Fine and clear; light swell; wind Southsouthwest  
3. 0800 Position 35-33 N, 41-33 W. 1200 Position 35-08 N, 41-02 W. Run  
273 miles (11.5). 1500 Streamed paravanes. 1535 Recovered paravanes.  
1700 Increased speed to 14 knots. 2000 Changed course to 115°(t). Position  
34-10 N, 39-55 W. 2100 Changed course to 095°(t). 2115 Made 45° left  
emergency turn. 2120 Made 45° right emergency turn. 2400 Advanced clocks  
20 minutes to Zone plus 2 Time.



WAR DIARY - U.S.S. PROCYON  
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31 October 1942 (Zone plus 2 Time)

Underway in Task Force 34. Base course 095°(t). Standard speed 14 knots.  
0643 Changed base course to 055°(t). 0710 Reduced speed to 8 knots.  
0800 Position 34-02 N, 36-58 W. Carrying out fueling operations astern  
of convoy. 1200 Position 34-25 N, 36-21 W. Day's run 230 miles. (9.7).  
Cloudy; gentle breeze; moderate Northeast swell. 1710 Changed course to  
075°(t). 1735 Changed course to 095°(t). 1750 Increased standard speed  
to 14 knots. 2000 Changed course to 115°(t). 2100 Changed course to 135°(t).  
2400 Advanced clocks 20 minutes to Zone plus 1 hour 20 minutes.

Transmittal of this letter by registered mail within the continental limits  
of the United States is hereby authorized.

L. P. PADGETT, Jr.,  
Commander, U. S. Navy,  
Commanding.

U.S.S. PROCYON

WAR DIARY

S E C R E T

SECRET

From: November 1, 1942

To: November 30, 1942.

Transport Division ONE, U. S. Atlantic Fleet.

Distribution:

Original to file.

Duplicate to The Chief of Naval Operations  
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44333

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WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

1 November 1942 (Zone plus 1 hour 40 minutes Time)

Underway in Task Force 34. Position 62. Base course 135°(t). Standard speed 14 knots. Under secret orders. O.T.C. in "AUGUSTA". Zigzagging. Condition II watches. 0800 Position 32-54 N; 32-45 W. 1200 Position 32-12 N; 31-59 W. Run 257 miles (10.8). Partly cloudy; moderate NNE breeze; moderate sea. 2000 Position 30-45 N; 30-31 W. Changed course to 155°(t). 2400 Advanced clocks 20 minutes to Zone plus 1 hour 20 minutes Time.

2 November 1942 (Zone plus 1 hour 20 minutes Time)

Underway in Task Force 34. Base course 155°(t). Standard speed 14 knots. Fine and clear; gentle NE breeze; moderate Northly swell; zigzagging. 0800 Position 28-35 N; 29-34 W. 1200 Position 28-03 N; 28-50 W. Run 300 miles (12.65). Position at 2000 27-02 N; 27-26 W. Changed course to 095°(t). 2100 Changed base course to 075°(t). 2400 Advanced clocks 20 minutes to Zone plus one Time.

3 November 1942 (Zone plus one Time)

Underway in Task Force 34. Base course 075°(t). Standard speed 14 knots. 0626 Changed base course to 055°(t). 0645 Changed base course to 035°(t). 0657 Reduced speed to 12 knots. 0735 Changed base course to 025°(t). 0800 Position 27-40 N; 24-40 W. 0845 Changed base course to 015°(t). 1155 Reduced speed to 9 knots. 1200 Position 28-26 N; 24-23 W. Run 280 miles (11.8). 1300 Increased standard speed to 13 knots. 1900 Changed base course to 035°(t). 2000 Changed base course to 055°(t). Position 29-43 N; 23-43 W. Weather cloudy; rough sea; NNW 6; Vessel rolling and pitching. 2400 Changed course to 035°(t).

4 November 1942 (Zone plus one Time)

Underway in Task Force 34. Base course 035°(t). Standard speed 13 knots. 0100 Changed base course to 015°(t). 0200 Changed base course to 355°(t). 0700 Changed base course to 060°(t). 0800 Position 31-20 N; 22-32 W. Cloudy; squally; NNW 6-7; rough sea. 1200 Position 31-37 N; 21-46 W. Run 270 miles. 1207 Changed base course to 330°(t). Reduced speed to 7 knots. Fueling DD's astern of convoy. Rough sea; vessel rolling and pitching considerably. 1635 Changed course to 060°(t). 1658 Increased speed to 13 knots. 2000 Position 32-10 N; 21-19 W. 2400 Advanced clocks 20 minutes to Zone plus 40 minutes Time.

5 November 1942 (Zone plus 0 hours 40 minutes Time).

Underway in Task Force 34. Course 060°(t). Speed 13 knots. Cloudy; rain squalls; North 6-7; rough sea; vessel rolling and pitching. 0800 Position 32-58 N; 19-00 W. 0805 Changed course to 040°(t). 1120 Changed course to 060°(t). 1145 Increased speed to 14 knots. 1200 Position 33-29 N; 18-26 W. Run 223 miles. 1502 Changed course to 085°(t). 1621 Changed course to 090°(t). 2000 Position 33-47 N; 16-17 W. 2227 Emergency turn to 045°(t). 2301 Resumed base course. 2307 Sighted unknown vessel bearing 150°(t). 2400 Advanced



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5 November 1942 (Zone plus 0 hours 40 minutes Time) (Continued)

clocks 20 minutes to Zone plus 0 hours 20 minutes Time.

6 November 1942 (Zone plus 0 hours 20 minutes Time)

Underway in Task Force 34. Course 090°(t). Speed 14 knots. 0225 Emergency turn to 135°(t). 0250 Resumed base course. 0600 Changed course to 050°(t). 0647 Changed course to 030°(t). 0704 Reduced speed to 7 knots. Fueling ships astern of convoy. Fine and clear; moderate Northerly swell; wind NE 3. Increased speed to 9 knots. 0800 Position 33-54 N; 13-35 W. 1200 Position 34-19 N; 13-20 W. Run 280 miles. 1740 Increased speed to 13 knots. 1900 Changed course to 050°(t). 2000 Changed course to 070°(t). 2000 Position 35-24 N; 12-32 W; 2100 Changed course to 090°(t). 2200 Changed course to 116°(t). 2400 Advanced clocks 20 minutes to Zone 0 Time (G.C.T.).

7 November 1942 (G.C.T.)

Underway in Task Force 34. Course 116°(t). Speed 13 knots. 0650 Changed base course to 096°(t). 0700 Changed base course to 076°(t). 0716 Increased speed to 14 knots. Day comes in cloudy; gentle NE breeze and moderate sea. Convoy positions re-arranged by signal, certain divisions departing. 0800 Position 34-38 N; 9-45 W. Changed course to 070°(t). 1200 Position 34-43 N; 9-08 W. Run 258 miles (141 to go). 1330 Various maneuvers forming for "transport area" as per pre-arranged orders. Speed 12 knots. Various courses. 1920 Changed course to 180°(t). 2000 Position 34-25N; 7-25 W. Cloudy; gentle breeze; small sea; rain squalls. 2210 Sighted Point El Hank light bearing 210°(t). 2400 Point El Hank light extinguished bearing 227°(t). 2400 Arrived on debarkation area and began launching landing craft (about 6' 340°(t) from C. Fedala by DR).

8 November 1942 (G.C.T.)

"D-day". Hove to 6 miles 340°(t) from C. Fedala, Morocco. 4012 miles from Norfolk, Virginia. 0545 All boats launched and away. 0610 Fedala and Chergui Batteries opened fire on landing force which was returned by combatant units of Task Force 34. Various courses and speeds all this day lying to off Fedala during silencing of batteries, bombardment of Casablanca Harbor and vessels of French Navy (Vichy). 0700 Moved inshore. Landing craft from PROCYON carrying troops ashore under enemy fire and aircraft bombing and strafing attacks. Lying to off Fedala until 1423 when got underway and proceeded to anchorage 4.3 miles 172°(t) from Fedala lighthouse and 875 yards 320°(t) from USS "LEONARD WOOD". 1521 Anchored and began discharging U.S. Army vehicles and equipment. 1904 John A. O'Toole, Ensign, USNR attached to USS JOSEPH HEWES brought on board this ship (PROCYON) for treatment of intracranial wounds received in line of duty against organized enemy; died of said injuries.

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9 November 1942 (G.C.T.)

Anchored off Fedala, Morocco. Task Force 34. 0635 Sighted enemy planes; ships opened fire. General Quarters. 0820 Opened fire on planes overhead. Later identified as friendly. 0853 Using main engines periodically to keep ship's head into heavy NW swell to facilitate cargo operations which continue day and night as landing lighters are available. 1053 Shifted ship in closer to C. Fedala (bearing 199°(t)). Fedala capitulated and in U.S. hands. 1350 Binz, Frank Joseph, S2c, USNR and Szymanick, Joseph, AS, USNR returned on board and reported that LCV-9 of which Binz was Coxswain had capsized end for end while attempting to reach beach (with a 1/2 ton truck on board) in a heavy swell. Humbard, John W., 628-59-01, S2c, USNR, Lynch, Robert William, 626-53-97, AS, USNR, members of his crew and Lierl, Anthony M., 35118161, Pvt, U.S. Army are missing and are believed to have drowned. This LCV left ship about 0600.

10 November 1942 (G.C.T.)

Anchored off C. Fedala. Discharging cargo. Using main engines periodically while at anchor to hold ship's head to swell. On Berth G. 0847 Hove up anchor to shift anchorage. Found flukes of port anchor carried away. 0907 Anchored in designated berth off C. Fedala, bearing 198°(t). 1140 Pilot Pichon came on board. 1358 Underway from anchorage to dock vacated by "ARCTURUS" in port of Fedala. 1435 Entered Fedala Harbor. 1437 Let go port anchor and swung ship to dock port side to. Shell oil Company dock Fedala. U.S.S. "CHEROKEE" used in docking and secured alongside for night. 1500 Secured port side to dock at Fedala. Soldiers came on board to assist in cargo operations. 1630 Barnes, G. F., PFC, U.S. Army brought on board for treatment of gunshot wounds received in action. 2046 Barnes, George F., PFC, U.S. Army, 33276869 died of wounds received in action. Unit attached to unknown. All officers and men of U.S. Army (passengers) disembarked except Captain C. L. Shewalter, U.S. Army, Transport Quartermaster.

11 November 1942 (G.C.T.)

Secured to dock at Fedala discharging cargo day and night for U.S. Army. 1020 Bodies of Ensign John A. O'Toole, USNR and PFC George F. Barnes, U.S. Army, 33276869 sent ashore for burial by Army Graves Service Registration, Fedala, Morocco. Second Lieutenant Swartz, W. R., Jr., U.S. Army, O-1288326, Company 2, 7th Infantry brought aboard for treatment of gunshot wounds received in action, at 1400. 1400 Casablanca capitulated and in U.S. hands. 1450 Underway from pier to assigned anchorage (N). Pilot Pichon at Conn. 1507 Passed out of harbor. 1541 Anchored 3 1/3 miles 024 1/2°(t) from C. Fedala lighthouse in 22 fathoms of water. 1915 Britten C. E., S2c had fracture of lower left tibia when caught between 2 drums in lighter while discharging cargo from No. 2 hold. 1945 Double explosion observed abaft the beam bearing approximately 230°(t). 1953 Explosion on starboard quarter. General Quarters. Secured cargo operations for the night. 1957 U.S.S. "JOSEPH HEWES" and "WINOOSKI" reported torpedoed. 2050 U.S.S.

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11 November 1942 (G.C.T.) (Continued)

"JOSEPH HEWES" reported as sunk. All vessels sent rescue boats as directed. "WINOOSKI" damaged; U.S.S. HAMBLETON (455) damaged (torpedo hit amidships, port side). Shore line was illuminated and outlined ships. DD observed to fire on object on surface which disappeared. DD made attack with depth charges. Several explosions heard. No wakes observed by PROCYON of previous torpedoings. 2120 Set Condition II watches. Weather cloudy; light showers; gentle breeze and Northerly swell.

12 November 1942 (G.C.T.)

Anchored off Fedala. (Berth N). 0840 Set Transportation Area watches and resumed cargo operations (slowed account of casualties to landing craft during this operation). 1730 U.S.S. "SCOTT" and "RUTLEDGE" torpedoed. "SCOTT" receiving hits on starboard side. General Quarters. 1737 U.S.S. "BLISS" hit, starboard side. No torpedo wakes were seen by PROCYON. All 3 seen to list and settle with crew abandoning. 1755 Heaving up anchor. DD let go 5 depth charges 1000 yards on our starboard beam. 1805 Underway and left Fedala area. Course 345°(t). Standard speed 13 knots. Other vessels underway. Left 3 officers and 34 men behind on duty. 1808 More depth charges exploded. Set DG for course. 1818 More depth charges exploded on starboard quarter. 1830 Ship observed on fire on transport area. 1955 More depth charges felt. 2000 Several more depth charges heard. 2000 Position 34-09.5 N; 7-29 W (25 miles from Fedala). Weather fine and clear; moonlight; light swell; gentle breeze. Ships proceeding in formation; USS "LEONARD WOOD" ahead of PROCYON. 2100 Changed course to 325°(t). 2200 Changed course to 305°(t). 2300 Changed course to 285°(t). NOTE: Vessels sunk or damaged were on berths K, L, M, I, and J. DD 455 was between N (PROCYON) and J (SCOTT).

13 November 1942 (G.C.T.)

Underway as part of Task Group 34.9. Base course 285°(t). Standard speed 13 knots. Cloudy; gentle breeze. 0400 Various courses on signal. 0714 Re-arranging formation. O.T.C. in ANCON, APDIV 3. Five vessels departed including "WOOD", for Casablanca. 0800 Position 34-30 N; 9-45 W. 0930 Began zigzagging. 1140 Changed course to 230°(t). 1200 Position 33-31 N; 9-49 W. Run 225 miles from Fedala. 1230 PROCYON fell out of formation on course 320° to effect engine repairs with one DD for screen (2/3 speed). 1315 Changed course to 354°(t). 1525 Increased speed to 14 knots standard speed. Repairs completed. Rejoining convoy. Overcast; fresh NNW breeze; moderate head sea. 1714 In this formation:

11 ANCON (OTC)	21 BIDDLE
12 DICKMAN	22 ARCTURUS
13 OBERON	23 PROCYON (43)
14 TITANIA	24 WINOOSKI
15 MAINTONOMAH	

and Screen of 4 DD's. Changed base course to 275°(t), and standard speed 13 knots. 1735 Changed course to 325°(t). 2000 Position 34-18 N; 10-44 W. Changed speed to 12 knots. Part cloudy; heavy NW swell; fresh breeze. 2200 to 2345 Various courses - convoy countermarching.



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14 November 1942 (G.C.T.)

Underway as part of Task Group 34.9-ANCON (Captain Quigley, USN, DIV AP3) O.T.C. Standard speed 12 knots. Base course 095°(t). 0200 Made emergency turn. Sighted 2 unknown vessels bearing 050°(t) on opposite course. 0638 Resumed zigzagging. 0658 Increased speed to 13 knots. 0727 Changed course to 050°(t). 0756 Changed course 005°(t)..0800 Position 34-25 N; 9-18 W. Partly cloudy; gentle SSE breeze; long NNW swell. 0820 Three additional DD's joined screen making total of 7. 0900 "TITANIA" and "OBERON" left convoy on Westerly course. 1200 Position 35-10 N; 9-14 W. Run 267 miles. 1205 Changed base course to 320°(t). 1755 Countermarched convoy by successive wheels until 1925. Steadied on course 140°(t) for Casablanca. Speed 14 knots. 1945 Resumed zigzagging. 2000 Position 36-07 N; 9-52 W. 2158 DD made radar contact. 2203 Increased to 15 knots. 2236 Stopped zigzagging. Resumed base course. 2343 Emergency turn 45° to right to 185°(t). Weather fine, sea moderated.

15 November 1942 (G.C.T.)

Underway as part of Task Group 34.9 (O.T.C. "ANCON"). 0012 Returned to base course 140°(t). 0150 Sighted lighted ship, nationality unknown bearing 205°(t). Made emergency turn to 095°(t) on signal O.T.C. 0207 Returned to base course 140°(t). 0415 Resumed standard speed 14 knots. 0615 Started DG. 0620 Reduced speed to 12 knots. 0625 Reduced speed to 2/3. Cloudy; smooth sea; light breeze; rain showers. 0710 Formed ships in column proceeding toward port. PROCYON second. Various courses and speeds. 1052 Entered Casablanca Harbor. Pilot Montagerez came on board. 1131 Tugs "Phosphates 3 and 4" assisting to dock. 1151 Secured port side to dock. Tugs and pilot left. 1200 "BIDDLE" secured alongside starboard side. 278 miles run from noon yesterday. Total cruising 770 miles. 1330 Resumed discharging cargo; Navy personnel in holds; soldiers handling cargo on dock. Continuing to discharge day and night.

16 November 1942 (G.C.T.)

Alongside dock at Casablanca discharging cargo and stores. "BIDDLE" secured to PROCYON's starboard side. 1610 Discharging gasoline from No. 5 cargo tank. 2210 Finished discharging gasoline from No. 5 cargo tank. Cargo all discharged. Hoisted 4 remaining landing craft..

17 November 1942 (G.C.T.)

Alongside dock at Casablanca. 0700 Energized DG system. 1251 Underway from dock. Pilot Felici. Tugs "Phosphate No. 4" and "Lavandou". 1303 Clear of harbor entrance. Tugs left. 1312 Pilot left. 1318 Rounded outer breakwater. Convoy forming up outside mine field as follows:



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17 November 1942 (G.C.T.) (Continued)

1-1 BROOKLYN	2-1 H.T. ALLEN	3-1 L. WOOD (OTC)	4-1 ANCON
1-2 BIDDLE	2-2 JOHN PENN	3-2 DICKMAN	4-2 ARCTURUS
1-3 PROCYON	2-3 GEO. CLYMER	3-3 A. ARUNDEL	4-3 F. NIGHTINGALE
1-4	2-4	3-4 CHEMANGO	4-4

5-1 TERROR 5-2 MONADNOCK 5-3 MIAANTONOMAH 5-4 SUSAN B. ANTHONY; and DD's

screening. 1359 Clear of mine field and taking station. 1410 Set Condition II watches. 1520 Began zigzagging. 1715 Standard speed 14 knots. 1900 Various courses. 2000 Position 33-43N; 9-04 W. Cloudy; small sea; SW 4. 2300 Course 290°(t). Secured DG system.

18 November 1942 (G.C.T.)

Underway in Task Force 34.9 (Reorganized). Captain Emmett, USN, O.T.C. in "WOOD". Zigzagging. Base course 290°(t). Standard speed 14 knots. 0147 Sighted lighted vessel of unknown nationality. 0610 Made emergency turn to port (270°(t)). 0715 Sighted ships on starboard quarter; joining convoy (AP's). 0737 Reduced speed to 10 knots. 0745 Stopped zigzagging. 0800 Position 34-20 N; 11-48 W. Overcast. Drizzling; SSW 4. "ARGENTINE" took position 1-3 in convoy; "BRAZIL" 2-4 and "URAGUAY" 4-4. "BROOKLYN" left position 1-1 which "BIDDLE" took; PROCYON now 1-2; BROOKLYN 1-3. 0850 Increased speed to 14 knots (Standard). 0908 Changed course 260°(t) and resumed zigzagging. 1155 Changed course to 273°(t). 1200 Position 34-01 N; 13-04 W. Day's run 290 miles. 1900 Retarded clocks 1 hour to Zone plus 1 Time. 2000 Position 34-11 N; 15-29 W. Changed course to 293°(t). 2100 Changed course 313°(t). 2200 Changed course to 293°(t). 2300 Changed course to 273°(t).

19 November 1942 (Zone plus one Time)

Underway in re-organized Task Force 34.9. Standard speed 14 knots. Base course 273°(t). "ARGENTINE" in 2-4; HOUSTON in 2-5, BRAZIL 3-4 Positions. 0400 Changed course to 253°(t). 0530 Changed course to 237°(t). Fine and clear; gentle NW breeze; and small sea. 0800 Position 34-07 N; 18-36 W. 1200 Position 33-31 N; 19-33 W. Run 347 miles (13.85). Planes from carrier in air all day. 2000 Position 32-30 N; 21-14 W. Fine and clear; gentle breeze; smooth sea. Made evasive course changes from 2000 hourly. Bright moonlight night.

20 November 1942 (Zone plus one Time)

Underway in re-organized Task Group 34.9. Standard speed 14 knots. Base course 250°(t), at 0200. Cloudy; gentle breeze; smooth sea. Zigzagging. 0754 Changed base course to 280°(t). 0800 Position 30-52 N; 23-34 W. 1200 Position 30-58 N; 24-35 W. Run 323 miles. (13.5). Cloudy. 1700 Raining. 1900 Retarded clocks 1 hours to Zone plus 2 Time. 2000 Position 31-18 N; 26-50 W. Changed base course to 260°(t). Heavy rain. Zigzagging.

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Commander L. P. PADGETT, Jr., Commanding.

21 November 1942 (Zone plus two Time)

Underway in Task Force 34.9 (re-organized). Base course 260°(t). Standard speed 14 knots. 0755 Reduced speed to 10 knots. Fueling DD's astern of convoy. 0800 Position 30-43 N; 29-57 W. Planes in air. 0858 Making repairs on port engine (#6 cylinder). Using one engine. 1138 Repairs made. Both engines again in use. 1200 Position 30-36 N; 30-47W. Run 324 miles (12.99). 1525 Increased speed to 14 knots. Changed base course to 280°(t). Fueling operations finished. Overcast; SE 4; small sea. Zigzagging. 1800 Wheeled to 300°(t). 1830 Wheeled to 305°(t). 2000 Position 30-50 N; 32-34 W. Raining.

22 November 1942 (Zone plus two Time)

Underway in Task Force 34.9 (re-organized). Base course 305°(t). Standard speed 14 knots. 0700 Changed base course to 283°(t). 0736 Reduced speed to 12 knots. 0800 Position 32-20 N; 35-01 W. Changed base course to 272°(t). Part cloudy; fresh SSW breeze; rough sea; Barometer 29.38 and falling; rain squalls. Vessel rolling and pitching. 0900 Increased speed to 14 knots. 0900 USS "ALGORAB" and "SUSAN ANTHONY" joined convoy; in positions 1-4 and 1-3. Four DD's joined screening force. 0950 Changed speed to 12 knots. 1200 Position 32-22 N; 35-55 W. Run 298 miles. 1230 Changed base course to 280°(t). Heavy SW sea; vessels rolling and pitching; heavy rain; SSW 7. 1350 Changed speed to 9 knots (Standard). Barometer 28.90. 1800 Wind and sea moderating. 1900 Retarded clocks 1 hour to Zone plus 3 Time. 2000 Position 32-40 N; 27-10 W. Changed course to 260°(t). 2030 Changed course to 240°(t). 2100 Changed course to 260°(t). 2130 Changed course to 280°(t).

23 November 1942 (Zone plus three Time)

Underway in Task Force 34.9 (re-organized). Standard speed 9 knots. Base course 280°(t). Heavy sea; NW gale; rain squalls. 0400 Changed base course to 292°(t). 0800 Position 32-41 N; 38-32 W. 1052 Increased speed to 12 knots. Weather moderating. 1200 Position 32-50 N; 39-12 W. Run 173 miles. 1313 Increased speed to 14 knots. 1600 Changed base course to 290°(t). 1800 Changed course to 270°(t). 2000 Position 33-10 N; 41-06 W. 2400 Changed base course to 290°(t).

24 November 1942 (Zone plus three Time)

Underway in Task Force 34.9 (re-organized). Standard speed 14 knots. Base course 290°(t). 0100 Reduced speed to 13 knots. 0333 MONADNOCK unable to maintain speed. Convoy slowed to 10 knots. 0359 Convoy slowed to 9 knots. Heavy seas; part cloudy; wind NW; force 5. Barometer 29.90 rising. 0800 position 33-23 N; 43-30 W. 0950 GABLE fueling from CHENANGO. 1045 Changed course to 310°(t). 1200 Position 33-30 N; 44-12 W. Run 256 miles. 1244 Various Northwesterly courses until 1607 on 290°(t). 1634 Increased speed to 13 knots. Vessel rolling considerably. Partly cloudy; NNW 4; heavy NW swell. 1800 Changed course to 310°(t). 2000 Position 34-05 N; 45-13 W. Changed course to 290°(t). 2312 Reduced speed to 12 knots. 2400 Changed base course to 275°(t).

WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

25 November 1942 (Zone plus three Time)

Underway in Task Force 34.9 (re-organized). Standard speed 12 knots; base course 275°(t). Fine and clear; moderate NW breeze; moderate NW swell. 0800 Position 34-17 N; 47-45 W. Zigzagging. 1025 to 1112 Made various emergency turns from base course. 1055 Reduced speed to 10 knots. O.T.C. in "H.T. ALIEN". 1200 Position 34-17 N; 48-43 W. Run 234 miles. 1521 PROCYON took position 1-1, others moved up. BIDDLE fallen out of convoy for boiler repair. 1900 Changed base course to 280°(t). 1930 Changed base course to 260°(t). 2000 Position 34-41 N; 50-06 W. 2041 Increased speed to 14 knots. 2300 Changed course to 280°(t). Cloudy; Barometer falling; wind SW 4. BIDDLE in position 1-5.

26 November 1942 (Zone plus three Time)

Underway in Task Force 34.9. Standard speed 14 knots. Base course 280°(t). O.T.C. in H.T. ALIEN. Overcast; SxW 5; Barometer 29:80 falling; sea rough. 0800 Position 34-58 N; 53-15 W by DR. Zigzagging. 0833 Changed base course to 270°(t). 1200 Position 35-02 N; 54-38 W. Run 294 miles. 1453 Changed base course to 290°(t). 1510 Reduced speed to 13 knots. 1700 Increased speed to 14 knots. BIDDLE in position 1-5. 1900 Retarded clocks 1 hour to Zone plus 4 Time (E.W.T.). 2000 Position 35-33 N; 56-50 W. Changed to 270°(t). 2030 Changed course to 250°(t). 2100 Changed course to 230°(t). 2330 Changed course to 250°(t). Speed reduced to 9 knots. 2400 Changed course to 270°(t).

27 November 1942 (Zone plus four Time)

Underway in Task Force 34.9. Standard speed 9 knots and Base course 270°(t). Cloudy; heavy sea; WSW to NNW moderate gale. 0328 Slowed to 8 knots. Vessel rolling and pitching. 0800 Position 35-08 N; 58-13 W. BIDDLE took regular position in convoy (1-1); PROCYON now 1-2. Then took position 1-5. 0950 Increased speed to 10 knots. 1131 Increased speed to 11 knots. Zigzagging. 1200 Position 35-04 N; 58-54 W. Run 220 miles. 1347 Increased speed to 14 knots. Weather moderating. 1900 Changed course to 250°(t). Zigzagging. 2000 Position 34-56 N; 60-50 W. 2300 Changed course to 270°(t). Zigzagging.

28 November 1942 (Zone plus four Time)

Underway in Task Force 34.9 (re-organized). Base course 270°(t). Standard speed 14 knots. Weather cloudy; WxN 6; Rough westerly sea; pitching and rolling. 0620 Slowed to 12 knots. Zigzagging. 0740 Changed course to 285°(t). 0758 Reduced speed to 11 knots. ALGORAB having trouble and fell out of formation and dropping astern. 0800 Position 34-46 N; 63-53 W. 0815 Reduced speed to 10 knots. 0954 Changed course to 245°(t). 1200 Position 34-35 N; 64-40 W. Run 288 miles. 1201 Changed course to 285°(t). 1210 Increased speed to 12 knots. 1800 Changed course to 300°(t). 1904 Changed course to 280°(t). 2000 Position 35-02 N; 66-35 W. 2116 Changed course to 300°(t). 2140 Increased speed to 13 knots. 2312 Changed course to 285°(t). 2330 Resumed zigzagging. Cloudy; NW force 5; moderate head sea.



WAR DIARY - U.S.S. PROCYON  
Commander L. P. PADGETT, Jr., Commanding.

29 November 1942 (Zone plus four Time)

Underway in Task Force 34.9 (re-organized). Base course 285°(t). Standard speed 13 knots. 0115 Increased speed to 14 knots. Weather cloudy; gentle NW wind; small sea. 0800 Position 35-28 N; 69-34 W. 1015 Made emergency turn to 280°(t). 1020 DD let go 2 depth charges about 4 miles off PROCYON's starboard quarter. 1038 Made emergency turn to 260°(t). 1042 Changed course to 285°(t). 1200 Position 35-38 N; 70-39 W. Run 301 miles (12.55). 1500 Changed course to 330°(t). 1530 Changed course to 000°(t). 2000 Position 36-59 N; 71-29 W. Zigzagging. Smooth sea. 2109 Changed course to 340°(t). 2146 Changed course to 320°(t) Stopped zigzagging. 2229 Changed course to 300°(t). 2309 Changed course 280°(t). 2349 Changed course to 260°(t).

30 November 1942 (Zone plus four Time)

Underway in Task Force 34.9. Standard speed 14 knots. Base course 260°(t). 0026 Changed course to 250°(t). 0100 Resumed zigzagging. Weather overcast; small sea; southerly swell; NE 3. 0600 Energized DG system. 0800 Position by DR 37-10 N; 74-00 W. 0934 Changed course to 273°(t). 1011 Increased speed to 15 knots. 1050 At Point X M. Reduced speed to 12 knots. Forming designated order for entry into port. 1225 Increased speed to 16 knots. 1200 Position 37-00 N; 75-00 W. Run 314 miles. 1310 At Point Prep (Swept Channel). 1356 Buoy 16 abeam to starboard (Point Cast). 1430 At Point Baker (Buoy 2 CB). 1502 Stationed special sea detail. 1508 C. Henry lighthouse abeam, 1800 yards to port, bearing 199°(t). 1523 Entered Thimble Shoal Channel (Buoy #1 and 2). 1634 Buoy 12 Thimble Shoal Channel abeam. 1700 Passed between gate vessels. 1717 Old Point Comfort lighthouse abeam 500 yards to starboard. 1747 Let go port anchor and 45 fathoms chain in 7 fathoms of water on Berth 6, Hampton Roads, Virginia. 3726 miles from Casablanca. Anchor bearings: Radio Tower, Newport News 260°(t). Middle Ground lighthouse 229°(t). Sewall Point Dolphin (AR) 141½°(t).

Transmittal of this report by registered mail within the continental limits of the United States is hereby authorized.

L. P. PADGETT, Jr..



**SECRET**  
AK19/A16-3  
Serial No. 6016

U.S.S. PROCYON

c/o Postmaster  
New York, N. Y.

5 DEC 1942

**From:** The Commanding Officer.  
**To :** The Commander-in-Chief, United States Fleet.  
**Via :** (1) The Commander Transport Division One, Amphibious Force, U.S. Atlantic Fleet.  
(2) The Commander Transports, Amphibious Force, U.S. Atlantic Fleet.  
(3) The Commander Amphibious Force, U.S. Atlantic Fleet.  
(4) The Commander-in-Chief, U.S. Atlantic Fleet.

**Subject:** Report after battle - Exercise Torch.

**Reference:** (a) Article 712(1), 876(6), 948, U.S. Navy Regulations.

1. In exercise Torch the PROCYON operated in Transport Division One, a part of Task Force 34.9. This report begins November 8, 1942, on arrival at designated "Transport Area", at about 0000. PROCYON's position was about six miles 340° (t) from G. FEDALA, FRENCH MOROCCO. Immediately on arrival began launching all landing craft. All ships remained underway during this phase, making a lee as necessary. The night was dark, with a gentle breeze and small sea. The coastal lights including navigational aids, blacked out about this time. 0545 All boats launched and away to report to various AP's which were to load them with troops. The great majority of boats were away at 0130. Experienced difficulty with last two. At 0610 the action on beaches began with machine gun fire and a short time later FEDALA and CHERGUI batteries opened fire on the landing force. Our combatant units opened fire in return. PROCYON maneuvered in company with other AP's and AK's at various courses and speeds all the day lying off FEDALA, while the above batteries were silenced, CASABLANCA Harbor bombarded, and vessels of the VICHY FRENCH Navy put out of action. At times PROCYON was in range of enemy shore batteries and combatant ships, heavy shells on several occasions falling nearby. At 0700 observed bombing and strafing of landing waves by enemy planes and fire of enemy batteries on beaches where our boats were landing. At 1423 proceeded to anchor 4.3 miles 352° (t) from FEDALA L. H. and 875 yards 320° (t) from U.S.S. LEONARD WOOD. At 1521 PROCYON began discharging U.S. Army vehicles and equipment into our lighters. Prior to this time many other ships had started discharging, but until 1521 PROCYON boats were at other ships. At 1904 Ensign John A. O'TOOLE, USNR, attached to U.S.S. JOSEPH HEWES died on board PROCYON having been wounded in beach action and brought on board for treatment.

Cargo handling operations continued without stoppages except those due to scarcity of lighters. Much congestion was experienced at beaches due to swell and grounding of craft. Several boats were fast and lost in the operation of discharging the cargo. There appeared to be insufficient supervision on the beach.

November 9, 1942. Anchored off FEDALA. Discharging cargo. 0635 Enemy planes appeared from SE, dropped bomb loads on beaches and were probably kept off ship by AA fire of all vessels of this Task Force, at 0740 one plane (two engine bomber) flew directly over Transport Area passing thru a heavy AA fire from all ships including PROCYON. It dropped no bombs and disappeared toward the Southwest. At 0820 Opened fire on pursuit ships later identified as friendly.

**S E C R E T**

U.S.S. PROCYON

AK19/AL6-3

Serial No. 0016

5 DEC 1942

**S E C R E T**

Subject: Report after battle - Exercise Torch.

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No planes were observed to be damaged in any of these actions, although tracers were observed which might have pierced planes. At 0853 it became necessary to use the main engines to maintain ship's head in a position so that lighters could receive cargo. The swell from Northwest was increasing and much difficulty was experienced, due to rolling, in landing heavy equipment in the comparatively narrow lighters. Vehicle and tank lighters were becoming less and less available hourly due to marine casualties and the necessity of their being sent to other vessels which had priority equipment that the Army was in need of, mostly vehicles and tanks. At 1053 shifted berth in closer to G. FEDALA which then bore 199° (t). The town of FEDALA had then capitulated and was in United States hands. Engines were used off and on all this day and night, working engines against the anchor. Cargo operations slowed as lighter situation became worse. At 1350 BINZ, Frank Joseph #279 85 85, S2c, USN, and SZYMANIK, Joseph, #602 34 18, S2c, V-6, USNR, returned on board and reported that LCV #9 of which BINZ was coxswain had capsized end for end in a heavy swell while attempting to reach the beach to land a half-ton truck. HUMBARD, John Willard, #628 59 01, S2c, V-6, USNR and LYNCH, Robert William #626 53 97, AS, V-6, USNR, members of his crew, and a soldier believed to be LIERL, Anthony M. Pvt., U.S. Army, #35118161, are missing and are believed to have drowned. This LCV left PROCYON about 0600 this date. The above two enlisted men are the only casualties among personnel of PROCYON except minor injuries received in handling cargo, usually at night with inadequate or no light.

November 10, 1942. Cargo operations continued slowly. Main engines in use as needed. At 0847 vessel had dragged off designated anchorage. On getting underway it was found that flukes of port anchor had carried away. At 0907 PROCYON anchored again on designated anchorage. Replaced damaged anchor with spare. At 1358 got underway and proceeded into Port of FEDALA. Pilot PICHON at conn. At 1435 entered the harbor and at 1500 secured to SHELL OIL COMPANY DOCK. U.S.S. CHEROKEE assisted in docking. PROCYON and secured alongside for the night. Immediately on securing to dock, troops came on board to assist in handling cargo. All Officers and men of United States Army brought over by PROCYON left ship except Captain Clarence L. SHEWALTER, O-336914, 603rd(T.Q.M.) U.S. Army Transport Quartermaster. At 2046 BARNES, George F. Pfc, 33276869, U.S. Army, died on board of wounds received in action ashore. He had been brought aboard for treatment. Discharging cargo all night with absolute minimum amount of lighting on ship and dock.

November 11, 1942. At dock of FEDALA discharging cargo all night and during day until 1450 when underway. Prior to leaving dock, sent bodies of Ensign John A. O'TOOLE, USNR, and BARNES, George F. Pfc, U.S. Army, to cemetery at FEDALA. Pilot PICHON at Conn. At 1541 anchored on designated berth three and one third miles 024.5° (t) from G. FEDALA. 1600 CASABLANCA reported as capitulated and in United States hands. At 1945 a double explosion was heard and observed, bearing 230° (t). At 1953 explosion occurred on PROCYON starboard quarter. Secured cargo handling operations for the night. No lighters available. At 1957 "U.S.S. JOSEPH HEWES" and "WINOOSKI" reported torpedoed. All available boats including PROCYON's were sent to scene as directed. PROCYON observed no wakes of torpedoes. 2050 Received report "U.S.S. JOSEPH HEWES" sunk.

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SECRET

U.S.S. PROCYON

AK19/Al6-3

Serial No. 0016

5 DEC 1942

Subject: Report after battle - Exercise Torch.

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U.S.S. WINOOSKI damaged, U.S.S. HAMBLETON damaged. The shore line was illuminated considerably and outlined ships. Some time elapsed before a blackout of any note ashore was noticeable. A destroyer was observed to fire on an object on surface which disappeared. Other destroyers made depth charge attacks. All hands went to their respective General Quarters stations quickly and quietly at first explosion. At 2120 Set condition II watches for the night.

November 12, 1942. Cargo operations began again at 0840 and continued slowly all day. Most of our remaining boats had been ordered to other vessels. At 1730 U.S.S. "HUGH L. SCOTT" torpedoed. At 1731 U.S.S. "JOHN RUTLEDGE" torpedoed. At 1737 U.S.S. "TASKER BLISS" torpedoed, with much heavier explosion. All three seen to list and settle with crews abandoning ship. All available boats went to rescue crews. At 1755 began heaving up anchor. Destroyers letting go depth charges. 1805 Underway and left FEDALA area with other vessels of this group. Course 345°(t). Standard speed 13 knots. 1830 Observed ship afire in Transport Area. 2000 Convoy 25 miles from FEDALA, PROCYON following "LEONARD WOOD". Three Officers and thirty-four men were left behind on duty in our boats and ashore on duty at Beach Head.

November 13, 1942. Underway as part of Task Group 34.9. Base course 285° (t). Standard speed 13 knots. Cloudy, gentle breeze. 0400 Various courses on signal. 0714 Re-arranging formation. O.T.C. in ANCON, AP DIV-9. Five vessels departed including "U.S.S. LEONARD WOOD", for CASABLANCA. 0800 Position 34-30 N; 9-45 W. 0930 began zigzagging. 1140 Changed course to 230° to effect engine repairs with one DD for screen (2/3 speed). 1315 Changed course to 354° (t). 1525 Increased speed to 14 knots standard speed. Repairs completed, one piston in port engine having been replaced. Rejoining convoy. Overcast, fresh NNW breeze, moderate head sea. 1714 in this formation:

- |   |                |                 |
|---|----------------|-----------------|
| 8 | 11 ANCON (OTC) | 21 BIDDLE       |
|   | 12 DICKMAN     | 22 ARCTURUS     |
|   | 13 OBERON      | 23 PROCYON (43) |
|   | 14 TITANIA     | 24 WINOOSKI     |
|   | 15 MAINTONOMAH |                 |

and screen of 4 DD's. Changed base course to 275° (t), and standard speed 13 knots. 1735 Changed course to 325° (t). 2000 Position 34-18 N, 10-44 W. Changed speed to 12 knots. Part cloudy, heavy NW swell, fresh breeze. 2200 to 2345 Various courses - convoy countermarching.

November 14, 1942. Underway as part of Task Group 34.9, ANCON (Captain Quigley, USN, DIV AP9) O.T.C. Standard speed 12 knots. Base course 095° (t). 0200 Made emergency turn. Sighted two unknown vessels bearing 050° (t) on opposite course. 0638 Resumed zigzagging. 0658 increased speed to 13 knots. 0727 Changed course to 050° (t). 0756 Changed course to 005° (t). 0800 Position 34-25 N, 9-18 W. Partly cloudy, gentle SSE breeze, long NNW swell. 0820 three additional DD's joined screen making total of seven. 0900 "TITANIA" and "OBERON"



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left convoy on Westerly course. 1200 Position 35-10 N, 9-14 W, run 267 miles. 1205 Changed base course to 320° (t). 1755 Countermarched convoy by successive wheels until 1925. Steadied on course 140° (t) for CASABLANCA. Speed 14 knots. 1945 Resumed zigzagging. 2000 Position 36-07 N, 9-52 W. 2158 Destroyer made radar contact. 2203 Increased to 15 knots. 2236 Stopped zigzagging. Resumed base course. 2343 Emergency turn 45° to right to 185° (t). Weather fine, sea moderated.

November 15, 1942. Underway as part of Task Group 34.9 (O.T.C. "ANCON"). 0012 Returned to base course 140° (t). 0150 Sighted lighted ship, nationality unknown, bearing 205° (t). Made emergency turn to 095° (t) on signal O.T.C. 0207 Returned to base course 140° (t). 0415 Resumed standard speed 14 knots. 0615 Started DG. 0620 Reduced speed to 12 knots. 0625 Reduced speed to 2/3. Cloudy, smooth sea, light breeze, rain showers. 0710 Formed ships in column proceeding toward port. PROCYON second following DICKMAN. Various courses and speeds. 1052 Entered CASABLANCA Harbor. Pilot MONTAGEZ came on board. 1131 Tugs "PHOSPHATES 3 and 4" assisting to dock. 1151 Secured port side to dock. Tugs and pilot left. 1200 "BIDDLE" secured along side starboard side. 278 miles run from noon yesterday. Total cruising 770 miles. 1330 Resumed discharging cargo, Navy personnel in holds, soldiers handling cargo on dock. Continuing to discharge day and night. Officers and men left at FEDALA returned on board.

November 16, 1942. Alongside dock at CASABLANCA discharging cargo. "BIDDLE" secured to PROCYON's starboard side. 1610 Discharging gasoline from No. 5 cargo tank. 2210 Finished discharging gasoline from No. 5 cargo tank, cargo all discharged. Hoisted the four remaining landing craft.

November 17, 1942. Alongside dock at CASABLANCA. 1251 Underway from dock. Pilot FELECI undocking. 1303 Clear of harbor entrance. 1312 Pilot left ship. 1359 Clear of mine field and took up position 1-3 in the convoy forming for West bound passage.

DURING THIS ENTIRE OPERATION:

All hands, Officers, and men under my command behaved admirably. All armament and equipment were found to be in good order and performed functions required of them, except that boat handling facilities are awkward and inadequate. To improve this situation, the following steps are now being taken:

- (a) Install two additional winches at Number Three Hatch for power guys.
- (b) Realign winches at Numbers One and Four Hatches.

Ammunition expended as follows:

16,800 rounds .50 Cal. and 37,500 rounds .30 Cal. were fired by boat crews in initial landing, lost due to casualties to boats and otherwise expended. 1 round 3" 50 Cal. and 1500 rounds of 20 mm were fired against enemy aircraft.



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Subject: Report after battle - Exercise Torch.  
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It appears that some vessels did not maintain previously assigned positions in "Debarcation Area" consequently boats from ships required to report to other ships, did not get proper relative bearings on departure from mother ship. As a result they arrived late. The necessity of maintaining pre-arranged relative positions in "Debarcation Area" is believed to be of paramount importance to the success of this type of operation.

Some boat officers and crews appeared unfamiliar with silhouettes of their own vessels. Hailing PROCYON in daylight and asking if she were a totally different type indicates absolute lack of study of this important item. This occurred several times. PROCYON being a motor vessel has considerable trouble maintaining proper station in a convoy if speed is too close to "critical". It is recommended that motor vessels of this type be assigned end positions in columns.

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L. P. PADGETT, Jr.



N. NAVY (Aug. 1920)

1943 JUN 12 8 26

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

# LOG BOOK

OF THE

U. S. S. PROCYON

AK 19 Rate,

COMMANDED BY

Samuel P. Padgett, Jr., Comdr, U. S. Navy,

Transport Div. One Division,

Attached to Amphibious Force Squadron,

Atlantic Fleet Fleet,

Commencing 1 DEC 1942, 19 ,

at Hampton Roads, Va.,

and ending 31 DEC 1942, 19 ,

at Norfolk Navy Yard

Portsmouth, Va.

1937

45160

War Diary  
~~ADDITIONAL SHEET~~

U. S. S. PROBYONDate 1 Dec 1942

Zone +4

Anchored in 7 fms. 2 water. port anchor 145 fms. 2  
 stern; on Berth 6, Hampton Pds, Va. on following  
 bearings:

Newport News radio tower 260.5 (±)  
 Middle Ground L. H. 229 (±)  
 Sewall Point dolphin (F.I.R.) 141.5 (±)

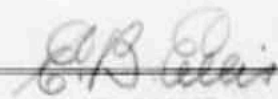
Awaiting further orders, SOPA, Commander  
 Amphibious Force (Atlantic Fleet) Trans. One One

2300 Main engines on "stand by." Storm warning.  
 Veered again to 60 fms. Anchor bearings  
 checked frequently.

Approved:



Examined:

  
 R. B. Ellis  
 U. S. N., Navigator

War Diary  
ADDITIONAL SHEET

U. S. S. PROCYON

Date 2 Dec. 1942

Zone +4

Anchored on Berth 6, Hampton Rds, Va. in 7 fms. of water with port anchor & 60 fms of chain.

0600 Procyon dragged anchor drifting southward & creeping  
bow alongside USS Peecos. Damage unknown if any!  
Stationed special sea detail 0610 Heaving up anchor

0615 Underway from anchorage. 0655 Anchored with starboard  
anchor & 60 fms of chain in 6 fms of water on false  
bearings: Old Pt. Comfort L.H. 052.5°(E)  
Navyport News Radio Tr. 263.5°(E)  
Clock Tower (N.O.B.) 112°(E)  
Middle Ground L.H. 224°(E)

1227 Dragging anchor 1235 Underway from anchorage  
1257 Anchored with std anchor & 75 fms of chain in 5 fms  
of water. Anchor bearings (true)  
Old Pt. Comfort 050. Middle Ground L.H. 229°  
Navyport News Radio Tr 270.5°  
Clock Tower, N.O.B. 106°

1720 Underway from anchorage to anchorage on false  
bearings (true): Navyport News Radio Tr 275°  
#4 " " Chan. Buoy 253°  
Middle Ground L.H. 231°

1804 Anchored with 45 fms. chain to starboard anchor, 12 fms.  
to port anchor, in 4 1/2 fms of water.

Barometer rising rapidly Wind SSW w, force 6, with squalls  
of mod. gale force.

Approved:

Examined:

U. S. N., Navigator.



War Diary  
ADDITIONAL SHEET

PROCYON

U. S. S.

Date

3 Dec. 1942

Zone 44

Anchored in 4 1/2 fms of water; 12 fms of chain to port anchor and 45 fms to starboard anchor. Weather moderating. Hampton Roads, Va.

- 1140 Heaving up both anchors  
 1202 Under way from anchorage. Var. courses & speeds  
 1221 Entered main channel at Buoy 4.  
 1240 Tug "147" came alongside. Pilot E. J. Sexton came on board to dock ship  
 1246 Turning off channel into Army Base  
 1253 Tug "Onika" alongside to assist.  
 1259 Tug's pilot left 1304 Moved port side to South side of Pier 1, Army Base, Norfolk, Va.

2010 Air raid warning sounded. Ship anchored completely.  
 2045 "all clear" sounded.

Approved:



Examined:



U. S. N., Navigator.

War Diary  
ADDITIONAL SHEET

U. S. S. Procyon

Date 4 Dec., 1942

Zone +4

Moved to South side of Pier 1, Army Base; port side to water berth, Norfolk, Va

Approved:

*[Signature]*

Examined:

*[Signature]*

U. S. N., Navigator.

War Diary  
ADDITIONAL SHEET

U. S. S. *Procyon*

Date *5 Dec.*, 19*42*

*Zone +4.*

*Moved port side to outer berth, south side of Pier 1, Army Base, Norfolk, Va.*

Approved:

*Wadgett Jr*

Examined:

*E. Bellis*

U. S. N., Navigator.

War Diary  
ADDITIONAL SHEET

U. S. S.

Procyon

Date

6 Dec.

19

42

Zone +4

Moored port side to Pier 1, South side, outer berth  
Army Base, Norfolk, Va.

0913 Tug "147" + "Perkins" alongside to assist in shifting berth.  
0930 Pilot E.T. Sexton came on board. 0941 Underway from Pier 1.  
Various speeds. 1010. Secured to port side of USS Titania at north  
side of Pier 2, inner berth Army Base, Norfolk, Va. 1018 Tugs  
and pilot left.

Approved:

Examined:

U. S. N., Navigator.



War Diary  
ADDITIONAL SHEET

U. S. S.

Procyon

Date

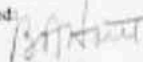
7 Dec. 1942

Zone +4

Moved alongside "Titania" at Per 2, Army Base,  
Norfolk, Va

1320 Cmdr. L.P. Padgett Jr USN, was transferred to  
naval Hospital, Norfolk. Diagnosis: undetermined.

Approved:



Examined:



U. S. N., Navigator.

War Diary  
ADDITIONAL SHEET

U. S. S.

Procyon

Date

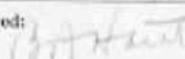
8 Dec 1942

Zone +4

Moored alongside "Titania" at Pier 2, Army Base  
Fm. Falk, Va.

1215 Underway from berth assisted by tugs "Onoka" 147"  
and "Purples". Pilot Section 1232 Tugs & pilot left  
1323 Let go Std anchor & 30 fms of chain in 5 fms. of water, on  
level of Hampton Pds, Va. Anchor bearings: (true)  
Clock Tower 108° Middle ground L.H. 228.5°

Approved:



Examined:



U. S. N., Navigator.

War Diary  
ADDITIONAL SHEET

U. S. S.

Procyon

Date

9 Dec

19

42

Zone +4

Anchored on berth 3, Hampton Rds, Va.

1450 Made all preparations for getting underway. 1455 Pilot Edwards came on board

1520 Underway from anchorage to berth Capt + Nav. on bridge Pilot at conn. 1528 Entered main ship channel at buoy #2.

1547 Arrived off Army Base. Tugs "Purlin" + "Onka" alongside to assist in docking.

1613 Secured port side 2 min. Berth Pier 1, Army Base, Norfolk, Va. 1622 Tugs + pilot left

Approved:

*[Signature]*

Examined:

*[Signature]*

U. S. N., Navigator.

War Diary  
 ADDITIONAL SHEET

U. S. S.

Procyon

Date

10 Dec. 1942

Zone + 4

Moved port side to inner berth, Pac 1, Army Base,  
 Norfolk, Va.  
 Resewing stores.

Approved:

B. Robinson

Examined:

A. B. Ellis

U. S. N. Navigator



War Diary.  
ADDITIONAL SHEET

U. S. S. Procyon

Date 11 Dec., 1942

Zone +4

Moored port side to mine berth (12) Per 1. Army Base, Norfolk, Va.

1030 Capps, Johnnie Thomas, S2C, USNR 552-14-64 reported killed in tactical accident.

1415 A Board of Investigation, Lt. Comdr. Edward B. Ellis, USNR Senior member, convened by order of SOPA (Amphibious Force, Atlantic Fleet) in its case of the late Capps, Johnnie Thomas, S2C 552-14-64, USNR, met on board.

Approved: [Signature]

Examined:

[Signature]  
U. S. N., Navigator.

War Diary  
ADDITIONAL SHEET

U. S. S.

Procyon

Date 12 Dec. 1942

Zone +4

Moored to Berth 12, Army Base, Pier 1, Norfolk, Va.

1428 Tug "Perkins" alongside to assist undocking

1443 Navy tug "120" alongside. 1450 Pilot Trebble came on board.

1455 Underway from Pier 1, Army Base.

1505 Clear of docks.

1514 In Channel proceeding toward Navy Yard, Portsmouth, Va.  
Tugs left Pilot directing.

1522 Passed Craney Is. Light.

1544 Passed Hospital Point

1548 Passed Spar buoy #32 1550 Tug "118" came alongside  
to assist in docking.

1551 Passed Portsmouth ferry slips.

1555 Arrived at Navy Yard

1605 Arrived off berth 1606 Tug "Helen" arrived to assist

1615 Tug "Montpelier" alongside.

1629 Moved starboard side to Berth 36, Navy Yard, Portsmouth, Va.

1630 Tugs &amp; pilot left.

Approved:

*[Signature]*

Examined:

*[Signature]*

U. S. N., Navigator.

## ADDITIONAL SHEET

U. S. S.

*Procyon*

Date

*13 Dec. 42**Zone +4**Berth 36, Navy Yard, Portsmouth, Va.  
Undergoing alterations & repairs.*

Approved:

*Porter*

Examined:

*E. B. Ellis*  
E. B. ELLIS  
U. S. NAVY  
1942

ADDITIONAL SHEET

U. S. S. *Procyon*

Date *14 Dec*, 19.....

*Zone + 4*

*Moved to Berth 36, Navy Yard, Portsmouth, Va.  
Undergoing alterations & repairs*

Approved:

*I. W. G. J.*

Examined:

*E. Ellis*

U. S. N., Navigator.

15



ADDITIONAL SHEET

U. S. S. *Procyon*

Date *15 Dec.*, 19*42*

*Zone +4*

*Bunk 36 Navy yard, Portsmouth, Va.*

*Undergoing alterations & repairs*

Approved:

*Madgett Jr*

Examined:

*E. B. Ellis*

U. S. N., Navigator.

ADDITIONAL SHEET

U. S. S. *Procyon*

Date *16 DEC*, 19 *42*

*Zone 44*

*Moved to Berth 36, Navy Yard, Portsmouth, Vas.  
Undergoing alterations & repairs*

Approved: *[Signature]*

Examined:

*[Signature]*  
U. S. N., Navigator.

ADDITIONAL SHEET

U. S. S. *Procyon*

Date *17 Dec.*, 19*42*

*Zone + 4.*

*Moored to Berth 36, Navy Yard, Portsmouth, Vas.  
Undergoing alterations + repairs.*

Approved:

*W. J. ...*

Examined:

*J. B. Ellis*

U. S. N. Navigator.

## ADDITIONAL SHEET

U. S. S.

*Procyon*

Date

*18 Dec 1942**Zone +4.*

*Moved to Berth 36, Navy yard, Portsmouth, Va.  
Undergoing alterations + repairs*

Approved:

*W. H. H. H.*

Examined:

*E. B. Ellis*

U. S. N. Navigator



## ADDITIONAL SHEET

U. S. S.

*Procyon*

Date

*19 Dec*, 19*42**Zone +4*

*Moved to Buick 36, Navy Yard, Portsmouth, Va.  
Undertaking alterations & repairs*

Approved:

*J. Wadsworth*

Examined:

*E. P. Bellis*

U. S. N., Navigator.

ADDITIONAL SHEET

C. S. S. *Procyon*

Date *20 Dec.*, 19*42*

*Zone +4*

*Secured starboard side to Berth 36, Navy Yard.  
Potsmouth, Va.*

*Undergoing alterations & repairs*

Approved

*[Signature]*

Examined

*[Signature]*

U. S. N. Navigator

ADDITIONAL SHEET

U. S. S. *Procyon*

Date *21 Dec* 19*42*

*Zme+4*

*Moved to Buik 36, Navy Yard, Portsmouth, Va.  
Undergoing alterations & repairs.*

Approved:

*[Signature]*

Examined:

*[Signature]*

*Chief U. S. N. Navigator*

## ADDITIONAL SHEET

U. S. S.

*Procyon*

Date

*27 Dec. 42**Zone +4**Moved to Berth 36, Navy Yard,  
Potsmouth, Va.**Undergoing alterations & repairs.*

Approved:

*L. Wadsworth*

Examined:

*C. P. Ellis*

U. S. N., Navigator.



ADDITIONAL SHEET

U. S. S. PROCYON

Date 23 Dec. 1942

Zone +4

Moored to Buik 36 Navy Yard,  
Potsmouth, Va.

Undergoing alterations & repairs.

Approved: *[Signature]*

Examined: *[Signature]*

U. S. N., Navigator.

## ADDITIONAL SHEET

U. S. S.

*Procyon*

Date

*24 Dec*

, 19

*42**Zone + 4.**Moored to Buik 36. Many yard &  
Potomack, Va.**Undergoing attention & repairs*

Approved:

*J. Wadgett*

Examined:

*E. P. Ellis*

U. S. N. Navigator.

ADDITIONAL SHEET

U. S. S.

*Procyon*

Date

*25 Dec., 19*

*Zone + 4*

*Moored to Berth 36 Navy yard,  
Potsmouth, Va.*

*Undergoing alterations & repairs*

*No work performed this day.*

Approved:

*[Signature]*

Examined:

*[Signature]*  
U. S. N., Navigator.

ADDITIONAL SHEET

U. S. S. *Procyon*

Date *26 Dec*, 19*42*

*Zone 4*

*Moved to Berth 36, Navy Yard, Portsmouth, Va.  
Undergoing alterations & repairs*

Approved:

*L. H. Huggins*

Examined:

*J. P. Keller*

U. S. N. Navigator.

ADDITIONAL SHEET

U. S. S. Procyon

Date 27 Dec., 1942

Moved to Buik 36, Key Jrd, Portsmouth, Va.  
Undergoing alterations & repairs.

Approved:

*I. W. [Signature]*

Examined:

*E. B. Allen*  
U. S. N., Navigator.



## ADDITIONAL SHEET

U. S. S. *Procyon*Date *28 Dec.*, 19*42**Zone +4**Moved to Bueth 36**Navy yard, Portsmouth, Va**Undergoing alterations & repairs*

Approved:

*L. Wadgett Jr*

Examined:

*E. B. Bellis*

U. S. N. Avigator.

## ADDITIONAL SHEET

U. S. S.

*Proyon*

Date

*29 Dec. 1942**Zone + 4**Moored to Buath 36**Navy yard, Portsmouth, Va.**Undergoing alterations + repairs*

Approved:

*J. Walden*

Examined:

*E. B. Ellis*

U. S. N. Navigator.

ADDITIONAL SHEET

U. S. *Procyon*

Date *30 Dec.* 19 *42*

*Zone +4*

*at Beach 36  
Navy yard, Portsmouth, Va.  
Undertaking alterations + repairs.*

Approved:

*J. W. Adgett Jr.*

Examined:

*E. D. Ellis*

U. S. N., Navigator.



U.S.S. PROCYON

Month of JANUARY, 1943



UNITED STATES SHIP

*Procyon*

(Day)

*Fri*

(Date)

*1 Jan*

(Month)

1943

ZONE DESCRIPTION

*+4*

REMARKS.

*Moored to Benth 39, Norfolk Navy yard, Port side to Portsmouth, Va.*

*Undergoing alterations + repairs*

Approved:

*L. P. Radgett*

Examined:

*E. B. Ellis*

E. B. ELLIS

U. S. NAVY

UNITED STATES SHIP

*Procyon*

*Jan. 2 Jan*  
(Day) (Date) (Month)

. 19 *43*

ZONE DESCRIPTION *+4*

REMARKS.

*Moored port side to Buik 33, Navy Yard.  
Portsmouth, Va*

*Undergoing alterations & repairs*

Approved:

*L. Wadgett Jr*

Examined:

*A. B. Ellis*

U. S. GOVERNMENT PRINTING OFFICE  
1943

UNITED STATES SHIP *Procyon* *Jan, 3 Jan.* 19*48*  
(Ship) (Date) (Month)

ZONE DESCRIPTION *#4* REMARKS.

*Port side to Benth 33, Norfolk Navy Yard,  
Pittsmonth, Va.*

*Undergoing alteration & repairs.*

Approved:  
*L. W. Adgett Jr.*

Examined:

*E. B. Bliss*  
U. S. N., Inspector

UNITED STATES SHIP

Procyon

Nov, 4 Jan

19 43

ZONE DESCRIPTION + 4

REMARKS.

Moored to Benth 33. Norfolk Navy Yard.  
Portsmouth, Va.

Undergoing activation + repairs

1600 Capt. I.P. Pedgett was detached from Command.  
Comdr. B. A. Hartt, USN assumed Command.

Approved:

*B. A. Hartt*  
B. A. HARTT,  
Commander, U.S.N.,  
COMMANDING.

Examined:

*E. B. Davis*

BY WT 11219  
OFFICE - U.S.N., Washington, D.C.

UNITED STATES SHIP

*Procyon*

*Tues, Jan 5*

(Day) (Date) (Month)

*1963*

ZONE DESCRIPTION

*+4*

REMARKS.

*Moved to Buoth 33 Undergoing alterations & repairs in York Navy Yard, Portsmouth, Va.*

Approved:

*B. A. Hart*  
B. A. HART,  
Commander, U.S.N. &  
COMUSMACV

Examined:

*E. R. Lewis*

U.S. NAVY  
N. E. N. Norfolk



UNITED STATES SHIP

*Procyon*

*Wed, 6 Jan*

19*43*

ZONE DESCRIPTION

*+4*

REMARKS.

*Berth 33. Navy yard, Portsmouth, Va.  
Undergoing alterations & repairs.*

Approved:

*[Signature]*  
B. A. HARTY,  
Commander, U.S.N.,  
COMMANDING

Examined:

*[Signature]*  
R. D. KELIN  
U. S. N., Portsmouth, V. T.

UNITED STATES SHIP

*Procyon*

*Thurs 7 Jan*

19*43*

ZONE DESCRIPTION

*+4*

REMARKS.

*Revt. 33. Navy yard Potomack Va.  
Undergoing alterations + repairs*

Approved:

*E. A. Hartt*

E. A. HARTT,  
Commander, U.S.N.,  
Commanding.

Examined:

*E. B. Ellis*

U. S. N. Inspector

UNITED STATES SHIP

*Procyon*

*Fri, 8 Jan*

19*43*

ZONE DESCRIPTION

*+4*

REMARKS.

*At Buil 33. Norfolk Navy Yard. Portsmouth, Va.  
Undergoing alterations + repairs*

Approved:

*E. A. Hart*  
E. A. HART,  
Commander, U.S.N.  
COMMANDING

Examined:

*E. B. Ellis*  
E. B. ELLIS  
D. E. N., Inspector

UNITED STATES SHIP *Procyon*

*Sat. Jan. 9* 19*43*  
(Day) (Month)

ZONE DESCRIPTION *+4* REMARKS.

*Berth 33, Portsmouth, Va. Navy Yard.*  
*Undergoing alteration & repairs*

Approved:  
*E. A. Hart*  
E. A. HART,  
Commander, U.S.N.  
COMMANDING

Examined:

*E. S. N. [Signature]*  
E. S. N. [Signature]

UNITED STATES SHIP *Procyon*

*Sun, 10 Jan* 19*43*  
(Day) (Date) (Month)

ZONE DESCRIPTION *+4* REMARKS.

*At Buik 33, Navy Yard, Portsmouth, Va.  
Undergoing alterations & repairs*

Approved:  
*B. A. Hartt*  
B. A. HARTT,  
Commander, U.S.N.  
COMMANDING.

Examined:  
*E. H. Ellis*  
E. H. ELLIS  
Lieut. - U.S.N., *Inspector*



UNITED STATES SHIP Procyon Nov, 11 Jan 19 45

ZONE DESCRIPTION +4 REMARKS.

At Berth 33, Navy Yard, Portsmouth, Va

0925 Tug "Edna V Crew" alongside to assist in undocking  
Pilot Nalton came on board

0947 Underway from Berth 33, Pilot undocking

0955 Clear of dock. Tug left.

1041 Cranes 1/2 L.H. ahead close to port

1050 Tug "Edna V Crew" + "YT120" alongside off Army Base

1100 Approaching dock.

1111 Moored starboard side to Berth 11, Army Base, no pilot

1115 Tugs + pilot left.

Approved: [Signature]  
E. A. HARTT,  
Commander, U.S.N.  
Commanding

Examined: [Signature]  
U. S. N. Inspector

UNITED STATES SHIP

*Procyon*

Tues, 12 Jan., 1945

ZONE DESCRIPTION

+4

REMARKS.

Moved to Berth 11 - Army Base, Norfolk

Berthing & messing 40 Officers and 82 enlisted men  
of Transport Quarter-master School on board.

1340 - Heavy tug alongside to assist in changing berths.

1424 - Tug *Peerless* alongside.

1426 - Pilot E. T. Sexton came aboard.

1437 - Underway to shift berth, pilot coming.

1515 - Moored along side Berth 21, Army Base, Norfolk  
Virginia.

1517 - Pilot left the ship.

1519 - Two tugs left from alongside ship.

1800 - Fuel barge alongside ship.

1855 - Began taking in fuel.

2245 - Finished fueling.

2305 - Fuel barge left from alongside -

Approved:

*B. A. Haritt*  
B. A. HARITT,  
Commander, U.S.N.,  
COMMANDING.

Examined:

*R. P. Ellis*

U. S. NAVAL  
11 JAN 1945 - B. A. C. [unclear]

UNITED STATES SHIP *Procyon* *Wednesday* *13 January*, 194*7*ZONE DESCRIPTION *#4*

REMARKS.

*Moored to Berth 21, Army Base, Norfolk, Va.  
Berthing and messing 40 officers and 83 en-  
listed men of Transport Builders' Mate School  
on board.*

Approved:

*[Signature]*  
E. A. HART,  
Commander, U.S.N.,  
COMMANDING.

Examined:

*[Signature]*  
E. E. M. [unclear]

UNITED STATES SHIP *Crocyon*Tuesday 14 January, 1945  
(Day) (Date) (Month)

ZONE DESCRIPTION

+4

REMARKS.

Moored to Berth 21, Army Base, Norfolk, Va.

Berthing and messing 40 officers and 83 enlisted men of Transport Quartermaster School on board.

1512 - Preparations made to get ship underway.

1535 - Pilot R.C. Edwards came aboard.

1536 - Tug "Alice" and Havel tug came along side.

1548 - Underway at various courses and speeds, pilot conning.

1602 - Entered Elizabeth River Channel.

1603 - Pilot left from aboard ship.

1606 - Two tugs left from along side.

1635 - Old Point Comfort Lt abeam to starboard, distance one mile.

1644 - Hampton Roads buoy "B" abeam to starboard, distance 150 yds.

1645 - Hampton Roads buoy "A" abeam to starboard, distance 200 yds.

1647 - Passed through submarine gate.

1653 - Sounded general quarters. Sit Cond II watches.

1656 - Hinkle Shoals Lt abeam to port, 1.5 miles.

1733 - Hinkle Shoals Buoy #1 abeam to starboard, distance 100 yds.

1839 - Entered York Spit Channel and passed York Spit Channel buoy #5 abeam to port, distance 150 yds.

2005 - Windmill Pt. Light abeam to port.

2155 - Point Lookout Light abeam to port.

2214 - Point No Point abeam to port, distance 1.5 miles.

2325 - Let go port anchor and 45 fathoms of chain in 7 1/2 fathoms of water on following bearings: Buoy 21A 353(C), Cape Point 314°(T), and Duck Point 221°(T)

Weather fine and clear. Gentle breeze.

Approved:

Examined

*[Signature]*  
B. A. [Name]  
Commander, U.S.N.  
COMMANDING.

*[Signature]*  
E. D. [Name]  
[Title]

UNITED STATES SHIP

*Procyon*

Friday

15

January

1943

ZONE DESCRIPTION

+4

REMARKS.

Berthing and messing 40 officers and 83 enlisted men  
of Transport Quartermaster School on board.

At anchor off Cove Pt., Md.

1000 - Boats and Boat Crews numbering 65 men and 4 officers  
temporarily detached from ship for training exercises.

1419 - Commenced heaving in on port anchor.

1423 - Heaved in to 40 fathoms.

1740 - Preparations made for getting underway.

1815 - Heaving in on port anchor.

1924 - Huddled on, captain and Executive officer on bridge.

1934 - General quarters. Sit Cond. II watches.

2005 - Hooper Point Light abeam to port.

2029 - Point No Point abeam to starboard, distance 1.2 miles.

2049 - Point Lookout abeam to starboard.

2128 - Smith Point abeam to starboard -

2235 - Windmill Point light abeam to starboard, distance 4 miles

2324 - Wolf Trap Light abeam to starboard.

Weather cloudy to fine & clear with mod to fresh W winds.

Approved:

*E. A. Hartt*  
E. A. HARTT,  
Commander, U.S.N.,  
COMMANDING.

Examined:

*E. H. Ellis*

U. S. N., Navigator.



UNITED STATES SHIP *Procyon* Saturday 16 June 1947ZONE DESCRIPTION *44* REMARKS.

Berthing and messing 40 officers and 83 enlisted men of Transport *Quasimodo* aboard on board ship.

Underway as before on course 155 (+), speed on-third, approaching anchorage.

0012 - Let go port anchor and 45 fathoms of chain in 8 fathoms of water using following bearings: Buoy No. 031 (+); O.C. Plantation, 311 (+); and Buoy (flashing white) 281 (+)

0020 - Secured all gun watches except men on #1 gun in fore-castle platform.

0631 - Preparations made to get underway.

0656 - Underway with Captain and Executive Officer on bridge. Proceeding to York Spit Channel.

0713 - Change course to 200 (+), York Spit Channel buoy #9 abeam to port, distance 175 yds.

0843 - Cape Henry Light House abeam to port, distance 3 miles.

0846 - Hinckley Shoals Channel Buoy #2 abeam to port, distance 100 yds.

0852 - Hinckley Shoals Buoy #3 abeam to port, distance 150 yds.

0923 - Hinckley Shoals Lt abeam to starboard, distance 360 yds.

0931 - Passed through submarine nets at entrance to Hampton Roads.

0935 - Standard sped. Passed buoy "B" abeam to port, 150 yds.

0941 - Old Pt. Comfort Lt abeam to starboard, 160 yds.

0946 - Speed on-third. Hampton Roads buoy #2 abeam to port, 400 yds.

1044 - Pilot Walton came aboard.

1046 - Elizabeth River buoy #3A abeam to port.

1057 - Tug tug 147 and tug "Fischer" alongside.

1124 - Moored alongside dock #1, Berth 21 Army Base, Norfolk, Va. Tugs and pilot left ship.

225 miles underway in Chesapeake Bay.

Approved:

*B. A. Hart*  
B. A. HART,  
Commander, U.S.N.  
COMMANDING.

Examined:

*E. B. Ellis*  
E. B. Ellis  
U. S. N., Navigator.

UNITED STATES SHIP Procyon Sunday 17 Jan 1942  
(Day) (Date) (Month)ZONE DESCRIPTION T 4

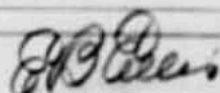
REMARKS.

Moved to Berth 21, Army Base, Norfolk, Va.  
Berthing and messing 40 officers and 83 enlisted  
men of Transport Quartermaster School on board.

Approved:

N. L. HART,  
Commander, U.S.S.  
COMMANDED

Examined:



E. S. HALL

Lieutenant, U.S.N., *Inspector*

UNITED STATES SHIP *Procyon* *Monday* *19* *Jan.* 19*43*

ZONE DESCRIPTION *+ 4* REMARKS.

*Deck 4 Berth 21, Army Embarkation Base,  
Norfolk, Va*

*Berthing and messing 40 officers and 83 enlisted  
men of Transport Quartermaster School aboard  
ship.*

Approved:  
*B. H. Hill*  
B. H. HILL,  
Commander, U.S.N.,  
COMMANDING.

Examined:  
*E. S. N. [Signature]*  
E. S. N., Navigator.

UNITED STATES SHIP *Procyon* *Tuesday 19 June 1945*

ZONE DESCRIPTION *+4*

REMARKS.

*Moved starboard side to Berth 21,  
Army Embarkation Base, Norfolk Va.*

*Berthing and messing 40 officers  
and 83 enlisted men of Transport  
Quartermaster School aboard ship.*

*0900 - Preparations made to abandon ship  
for fumigation purposes.*

*0915 - Officers and crew abandon ship*

*0930 - U.S. Public Health officers commence  
fumigating ship.*

*1215 - Fumigation secured by Public Health  
officers. All tanks returned to ship.*

Approved:  
*E. A. Hantz*  
E. A. HANTZ,  
Commander, U.S.N. &  
COMMANDING.

Examined:

*E. B. Ellis*  
E. B. ELLIS  
E. A. H. Morgan

UNITED STATES SHIP *Procyon* *Wednesday 20* *Jan.* 1943

ZONE DESCRIPTION *+4*

REMARKS.

*Moved to Berth 21, Army Base Norfolk, Va.*

*Berthing and messing 40 officers and 83 enlisted men of Independent Quartermaster School aboard ship.*

Approved:

*E. A. Hart*  
E. A. HART,  
Commander, U.S.N.,  
COMMANDING.

Examined:

*E. A. Hart*  
E. A. HART  
U.S.N., Norfolk.



UNITED STATES SHIP

Procyon

Thursday 21

Jan 1942

ZONE DESCRIPTION

+4

REMARKS.

Moved to Berth 21, Army Base, Norfolk, Va.  
 Berthing and messing 40 officers and 83  
 enlisted men from Army Transport Quarter-  
 master School aboard ship.

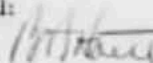
0845 - Gasoline barge "Sylvia" alongside ship.

1030 - Commenced loading gasoline into  
 number 5 hold.

1224 - Secured gasoline lines. 9,928 gallons  
 delivered.

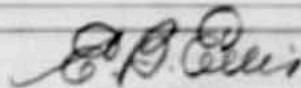
1225 - Gasoline barge left ship.

Approved:



E. A. HARTT,  
 Commander, U.S.N.

Examined:



E. S. N. Newport

UNITED STATES SHIP *Trocyon* *Friday 12* *Jan.* 194*8*

ZONE DESCRIPTION *+4*

REMARKS.

*Moored to Berth 21, Army Base, Norfolk, Va.  
Berthing and messing 40 officers and 83 en-  
listed men of Transport Quartermaster  
School on board.*

Approved:

*[Signature]*  
B. A. HART,  
Commander, U.S.N.

Examined:

*[Signature]*  
E. S. [unclear]  
[unclear]  
E. S. N., Navigator

UNITED STATES SHIP

Procyon Saturday 23 Jan. 1943

ZONE DESCRIPTION

+ 4

REMARKS.

Moved to Berth 21, Army Base, Norfolk, Va.  
 Berthing and messing 40 officers and 83  
 enlisted men of Transport Quartermaster  
 School on board.

0810 - Ten members of crew left ship to attend  
 Fire Fighting School at Naval Operating  
 Base.  
 1620 - Crew returned from Fire Fighting School.

Approved:

*B. A. Hartt*  
 B. A. HARTT,  
 Commander, U.S.N.

Examined:

*E. B. Ellis*  
 E. B. ELLIS  
 U.S.N.

LANSING.

UNITED STATES SHIP

*Procyon Sunday 24 Jan 1943*

ZONE DESCRIPTION

*+ 4*

REMARKS.

*Moved to Berth 21, Army Base, Norfolk, Va.  
Berthing and messing 40 officers and 83 en-  
listed crew of Transport Quartermaster  
School aboard ship.*

Approved:

*[Signature]*  
N. A. HARTT,  
Commander, U.S.N.

Examined:

*[Signature]*

E. S. N., Navigator

UNITED STATES SHIP

*Procyon*
*Monday 25*
*Jan*

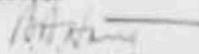
 19*43*

 ZONE DESCRIPTION 4

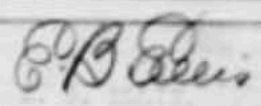
REMARKS.

*Moved to berth 21, Army Coe, Norfolk, Va.  
 Berthing and messing 40 Officers and 73 en-  
 listed men of Transport Quartermaster School  
 aboard ship.*

Approved:

  
 B. A. HARTT,  
 Commander, U.S.N.

Examined:

  
 E. R. W. Hooper



UNITED STATES SHIP *Trocyon* Tuesday 21<sup>st</sup> January 1943

ZONE DESCRIPTION + 4

REMARKS.

Moved to Berth 21, Army Base, Norfolk, Va.

- 0700 - All personnel of Transport Quartermaster School detached from ship.
- 0727 - Naval tug 147 and commercial tug "Pearl" alongside. Pilot E. T. Easton came aboard.
- 0736 - Underway from dock, pilot conning. Proceeding at various courses and speeds conforming to channel.
- 0754 - Entered Elizabeth River channel. Slight fog. Visibility 4 miles. Northeast wind.
- 0800 - Pilot Easton and two tugs left ship.
- 0821 - Elizabeth River Buoy "3A" abeam to starboard, 100 yards.
- 0827 - Elizabeth River Buoy "1" abeam to starboard, 50 yards. Course changed to 050 T. Standard speed.
- 0835 - Ft. Wool Light House abeam to starboard, 1 mile.
- 0845 - Secured special sea detail. Set condition 2 watches.
- 0846 - Changed course to 076, speed to 1/2, passed through submarine nets at entrance to Hampton Roads.
- 0847 - Resumed standard speed. Changed course to 080.
- 0852 - Thimble Shoals Light House abeam to port, 1.2 miles.
- 0928 - Cleared Thimble Shoals Channel.
- 0934 - Changed course to 340°.
- 1034 - Entering York Spit Channel.
- 1128 - Wolf Trap Light House abeam to port, 2.5 miles.
- 1331 - Pt. Smith Light House abeam to port, 1.6 miles.
- 1436 - Pt. Hope abeam to port, 2 miles.
- 1508 - Stationed special sea detail.
- 1531 - Let go port anchor in 6.5 fathoms of water using 30 fathoms of chain. Bearings: Cove Point 344.5°; Cedar Point 188°; Ornum Point 267° (True).
- 1539 - Secured from special sea detail and condition 2 watches.
- 1655 - Commenced hoisting in boats. Raining. Slight fog.
- 2135 - Finished hoisting in boats. Three officers and 54 enlisted men reported back aboard from temporary training ashore.

Ship underway pursuant to confidential movement orders of Comtransamp forlant 252035, and Comamp forlant 251920.

Approved:

*W. A. Hartt*  
W. A. HARTT,  
Commander, U.S.N.V.  
COMMANDING.

Examined:

*E. B. Ellis*  
E. B. ELLIS,  
Lieutenant, U.S.N.V.  
U. S. N., Navigator.

UNITED STATES SHIP

Procyon

Wednesday 27 Jan. 1943

ZONE DESCRIPTION 7 4

REMARKS.

- At anchor off Cove Point, Md.  
 0600 - Stationed in detail. Commenced heaving in anchor.  
 0605 - Underway from anchorage at various courses and speeds.  
 0619 - Buoy 19 abeam to port, 300 yards.  
 0714 - Point No Point abeam to starboard, 1.5 miles. Raining lightly, turning to ice on ship. Low fog. North wind. Visibility 3 miles.  
 0737 - Pt. Lookout abeam to starboard, 2 miles.  
 0825 - Pt. Smith abeam to starboard, 1.1 miles.  
 0930 - Windmill Point abeam to starboard, 2.2 miles.  
 1016 - Wolf Trap light abeam to starboard, 2.7 miles.  
 1050 - Entered Yorks Spit Channel.  
 1206 - Entered Thimble Shoals Channel.  
 1248 - Passed through submarine nets.  
 1257 - Ft. Wool light abeam to port, 1 mile.  
 1332 - Pilot R. C. Edwards came aboard.  
 1337 - Entered Elizabeth River channel.  
 1345 - Naval tug 147 alongside.  
 1351 - Naval tug 150 alongside.  
 1405 - Passed out lines to USS Monrovia.  
 1418 - Slacked lines and commenced pulling away from Monrovia due to instructions aboard latter vessel.  
 1430 - Moored alongside USS Harry Lee (port side to) at Army Base, Norfolk, Va.  
 1435 - Pilot Edwards and Stupa left ship.  
 1500 - Cox officer and 14 enlisted men reported aboard from temporary duty ashore.  
 720 miles underway in Chesapeake Bay.

Approved:

*B. A. Hartt*  
 B. A. HARTT,  
 Commander, U.S.N.V.  
 COMMANDING.

Examined:

*E. B. Ellis*

U. S. N. Navigator.

UNITED STATES SHIP *Procyon* *Thursday 28 Jan.* 19*43*

ZONE DESCRIPTION *+4* REMARKS.

*Moved port side to U.S.S. Harry Lee at Army Base, Norfolk, Va. Preparing for material inspections.*

Approved: *[Signature]*

W. A. HARTT,  
Commander, U.S.N.,  
COMMANDING.

Examined: *[Signature]*

UNITED STATES SHIP *Procyon* Friday 29 Jan. 1953

ZONE DESCRIPTION *17*

REMARKS.

Moved port side to U.S.S. Harry Lee at Army Base, Norfolk, Va. Preparing for materiel inspection.

0900 - Fifteen officers from ship, headed by Comdr. B. A. Hartt, U.S.N., began materiel inspection of U.S.S. Harry Lee. Actual inspection completed by officers at various times during the day.

Approved:

*B. A. Hartt*  
B. A. HARTT,  
Commander, U.S.N.,  
COMMANDING.

Examined:

*E. P. Ellis*  
E. P. ELLIS,  
Lieut-Comdr., U.S.N.,  
E. S. F., Surgeon.

UNITED STATES SHIP ProcyonSaturday 30 January 1943ZONE DESCRIPTION +4

REMARKS.

Moored port side to USS Hamlet at  
Army Base, Norfolk, Va. Preparing  
for material inspection.

Approved:

*E. A. Hartt*  
E. A. HARTT,  
Commander, U.S.N.

Examined:

*E. S. Ellis*  
E. S. ELLIS,  
Lieut-Comdr., U.S.N.R.,  
E. S. N., Mustang



UNITED STATES SHIP

*Procyon**Sunday**31**January*

19

*42*

ZONE DESCRIPTION

*+7*

REMARKS.

Moved port side to USS Harry Lee at Army Base, Norfolk, Va. Preparing for material inspection.

Approved:

*B. A. Hartt*  
B. A. HARTT,  
Commander, U.S.N.  
COMMANDING.

Examined:

*E. J. N. [Signature]*  
E. J. N. [Signature]